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The CR Difference

Dip your toe into the car-buying market this summer and soon enough you'll be faced with a challenge: Should you hold off for something new down the road, or bask in the immediate gratification of buying and driving home a new 2016 or early 2017 model today?

To help guide your decision, on page 4 we take a look at the all-electric Chevrolet Bolt, the Honda Clarity fuel-cell sedan, the Toyota C-HR small crossover, and other exciting models coming later this year.

If waiting isn't in your plan, on page 8 we share our insights on new models available now: the Chrysler Pacifica, Honda Ridgeline, Kia Sportage, Mazda CX-9, and Tesla Model X.

Consumers continue to gravitate toward SUVs as fuel prices average around $2.30 per gallon nationwide. If you're shopping in the highly-competitive three-row SUV segment, don't miss our review of the top-scoring models, starting on page 14.

And for shoppers with a trade-in, we have tips on how to get the most money for your old car on page 32.

No matter what you're buying or when, you can rely on Consumer Reports' ratings and reviews to steer you in the right direction. These are based on the most comprehensive, independent auto-testing program and survey data of any U.S. publication or website.

First, we buy every vehicle we test, and our testers live with each one. So we can tell you which models hold up to the manufacturer hype and which make promises they can't keep.

Second, we find out about owners' experiences with their personal vehicles through our subscriber and national surveys. This year, our exclusive reliability Ratings are based on more than 740,000 vehicles, whose owners reported the specific problems they have experienced with their car or cars. From this, we provide detailed reliability histories and predict the models most likely to be either trouble-free or trouble-prone.

Third, our exclusive owner satisfaction survey gives us insights into how happy owners are with their cars, SUVs, and trucks. This year we collected data on some 230,000 vehicles.

Finally, we've had a lot of seat time in new models, whether in cars we rented from the manufacturers or cars that we've bought, but haven't completed testing. This way, we can give you insights as to whether it's worth buying now, or waiting for a new or redesigned model down the road.

Since we don't accept outside ads, you can trust that our reviews tell it like it is, without glossing over shortcomings wthat might upset auto manufacturers and advertisers.

In the end, by giving you the straight scoop we help you make the smartest choice on which car is best for you.

– Jon Linkov,
Cars Deputy Editor, and CR's Auto Test and Editorial teams

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Ask the Experts

Q Why is the BFGoodrich g-force Super Sport A/S not recommended while the lower-rated Pirelli P Zero Nero All Season is?

– Ms. Davis

A. The best ultra-high-performance all-season tires have at least good or better performance in all weather conditions. The BFGoodrich g-Force Super Sport A/S had only a fair rating for ice braking, whereas the Pirelli Nero All Season had good performance or better on dry and wet roads, and in winter conditions.

Q I drive my car about 4,000 miles a year. If I change the oil at the recommended six months, it is clean and pretty full. If I follow the mileage recommendation, I'd go several years between changes. What do you recommend?

–Julie Scandora

A. If you car uses conventional oil, stick to the six-month intervals. If you are using synthetic 12 months should be sufficient. But consider this: even a synthetic oil change done twice a year is a small dollar investment compared to the engine damage that can be done by delaying oil changes.

Q I purchased a 2012 Toyota Highlander because, several months ago, you listed it as a vehicle that would go 200,000 miles. Now it is no longer on your list. What happened?

–Dr. Kim King

A. The Highlander is still among the Best Used Cars. With regular preventative maintenance it should easily reach 200,000 miles. In our most recent survey, the Highlander simply wasn't in the top 10—it was ranked 11th.

COMING SOON

Shoppers aren't the only ones who take a break in the summer. Car shows go on hiatus too, as the new model year vehicles—which debuted last fall and winter—begin to hit the dealers. Some, however, aren't set to arrive until late 2016 or even 2017.

Honda, for example, has shown the new Clarity line of alternative-fuel vehicles. But while the fuel-cell version goes on sale this fall in California, mainstream models don't arrive until the calendar turns to 2017. Same with the Toyota C-HR, which will arrive in the U.S. in the Spring of 2017 as a 2018 model.

Toyota's mainstream Highlander keeps trucking along as one of the dominant players in the midsize three-row segment. But it gains some new technology for the 2017 model, which arrives late this year. Maserati's new SUV challenges high-performance models from Land Rover and Porsche. And the new Chevrolet Bolt arrives this winter with a claimed 200-mile all-electric range.

Honda Clarity FALL 2016

Honda has given the Clarity FCV fuel-cell vehicle some siblings—full electric and plug-in versions—and will be selling a full lineup of alternative-fuel vehicles under the Clarity umbrella. Not all will be available nationwide, however.

First to arrive is the Clarity FCV, which hits select California dealerships this fall. The cabin feels roomy and comfortable, with space for five passengers. The new-generation hydrogen fuel cell and powertrain are compact, similar in size to a V6 engine. Honda claims a driving range beyond 300 miles, and three to five minutes to fully fuel with hydrogen. The FCV is expected to lease for less than $500 per month, or a $60,000 purchase price.

In early 2017 the Clarity Electric arrives, most likely in states that follow California's emissions laws. Honda stresses the five-passenger car will be affordable while offering "premium content and features."

The volume leader—the Clarity Plug-In Hybrid—arrives later in 2017. Available in all 50 states, it will feature a 40-mile all-electric range as well as a gasoline-hybrid extended range mode. This is likely to feature the engine working as a generator to keep the battery charged. If that range holds true, it's nearly double that of the Toyota Prius Prime plug-in hybrid, and 15 miles more than that of the Hyundai Ioniq plug-in version.

All versions of the Clarity will come standard with the Honda Sensing safety suite, which includes forward-collision warning with automatic emergency braking, lane-departure warning, and road departure mitigation.

CR'S TAKE Expect the Clarity Electric to go 200 miles between charges, similar to the Chevrolet Bolt and Tesla Model 3.

Toyota C-HR SPRING 2017

Apparently, Toyota thinks that what the world needs now is another Nissan Juke: witness, the C-HR, or Coupe High-Rider.

Along with its outrageous—polarizing, perhaps—styling, the C-HR ticks all the boxes in order to stand out in the hot and ever-growing tiny SUV segment. It features a hatchback for easy cargo storage and access, and the folding rear seats give it additional practicality. The raised cabin height, bulky fenders, and optional all-wheel drive lend it macho SUV-like cred, just in case someone mistakenly calls it a hatchback. Hidden rear door handles give the impression it's a two-door coupe. This coupe-like styling means a swoopy body, but likely brings with it visibility and cabin access challenges.

Getting this tidy package underway will likely be the responsibility of a conventional, 2.0-liter four-cylinder engine mated to a continuously variable transmission. Both front- and all-wheel-drive versions of the C-HR will be offered.

Expect the interior to focus on driver and front-seat passenger space, and feature some creative details to make it stand out from the Honda HR-V and Mazda CX-3, competitors in this low-$20,000 segment.

CR'S TAKE The C-HR is logical, given the gaping hole beneath the RAV4 in Toyota's lineup. This SUV was originally supposed to be a Scion, with its Juke-like sizing and overly-aggressive styling.

Toyota Highlander

FALL 2016

For years, the Highlander dominated our midsized SUV ratings with its combination of comfort, fuel economy, easy day-to-day livability, and strong reliability. For 2017 Toyota has upped the ante, to fend off challenges from GM, Honda, Hyundai, and Kia.

On the safety front, the Safety Sense P suite will be available on all 2017 Highlanders. This includes pre-collision warning with automatic-emergency braking, lane-departure warning, and adaptive cruise control. The system will also automatically apply the brakes if the driver doesn't take action. Opt for the XLE trim line, and you also get standard blind-spot monitoring.

The other major changes are under the hood. Not only does the 3.5-liter V6 get more power, but it will also be paired with a new eight-speed automatic transmission. In addition, all V6 models (except the LE) will come with a new start/stop system to save fuel.

A sporty SE model is new, with 19-inch wheels, a stiffer suspension, and various interior and exterior trim pieces to set it apart. The Hybrid adds two more affordable trim lines (LE and XLE). Speaking of electricity, the interior gets four more USB ports to keep devices juiced.

CR'S TAKE These updates address our criticism about limited availability of advanced safety systems, and are likely to slightly improve gas mileage, but we aren't seeing any measures to reduce the wind noise we found.

Maserati Levante FALL 2016

Better known for high-end sport cars and luxury sedans, Maserati has taken the inevitable step to offer a high-end, coupe-like sporty SUV: the Levante.

Built on the Ghibli sedan platform, the Levante follows Maserati naming tradition, and is "inspired by a warm, Mediterranean wind that can change from mild to gale force in an instant."

Base models start at $72,000, and are powered by a Ferrari-built twin-turbo 3.0-liter V6 engine making 345 hp. Top-trim S models—which reach skyward from $83,000—crank out 424 hp. Both are hooked up to an eight-speed automatic. Different drive modes alter the exhaust note, shift points, and suspension firmness.

Maserati pegs the Levante S hitting 60 mph from rest in a brisk 5.0 seconds while the base model goes from 0-60 mph in 5.8 seconds

Standard equipment includes all-wheel drive and an adaptive air suspension with five height settings, along with forward collision warning with brake assist, lane departure warning, and a surround view camera.

Rounding out the standard feature list is Fiat-Chrysler's' 8.4-inch Uconnect touch screen with navigation, heated and vented front seats, and a dual-zone climate system.

CR'S TAKE While we expect a rich interior, fit and finish needs to be a step up from what we found in our Ghibli S Q4, whose craftsmanship was not up to snuff for a $90,000 car.

Chevrolet Bolt WINTER 2017

The Bolt is an all-new pure-electric small hatchback that tucks its batteries neatly below the floor to optimize interior room.

One major way the Bolt stands out is its claimed range of 200 miles, which about doubles most electric cars. Using a DC fast charger, the battery can reach 80 percent of capacity in 60 minutes.

Our limited initial driving impressions showed that the Bolt is responsive and relatively fun to drive, with engaging handling.

The roomy interior houses a new infotainment system with Bluetooth that can recognize the driver's phone before entering the car, accelerating pairing. The navigation configures routes to maximize range and find local charge stations.

Most advanced safety features will be standard when the Bolt begins production in late 2016. GM says it will cost around $30,000 after the $7,500 federal tax credit.

CR'S TAKE The Bolt is notable for its truly useful electric range and eager driving characteristics, both rarities among most EVs.

AT THE TRACK

Hauling the family—and all their gear—around town, to activities, and on vacation? We've had the chance to spend plenty of time driving some new models that may just fit your needs.

Chrysler is attempting to reclaim dominance among minivans—a category that it invented—with the roomy, comfortable, and stylish Pacifica.

Among three-row SUVs, we've added a Mazda CX-9 and Tesla Model X to our test fleet. The Mazda is the driver's choice, with plenty of power and responsive handling. For attention seekers, the all-electric Model X can haul the family while staying green

If a small SUV is more your speed, check out the Kia Sportage. It's a functional, sporty, and refined five-seat option. For the truck shopper, Honda has reintroduced the Ridgeline, with its pickup bed and car-like ride.

Mazda CX-9

A three-row SUV designed for the driver

TEST-CAR SPECS
MSRP $40,470
Engine 227-hp, 2.5-liter turbo 4-cyl.
Trans. Six-speed automatic
Drive wheels All

The 2016 CX-9 calls out to those whose family responsibilities have forced their sports car in mothballs. In fact, Mazda uses "Driving Matters" to promote the CX-9. That's a departure for the three-row SUV market, where "Cupholders Matter" is a more common rallying cry.

We just bought a CX-9 Touring with the Premium package, and it's already proven popular with our staff.

DRIVING IMPRESSION

While the 227-hp turbo engine sounds down on power, it makes plenty of low-end torque, and never struggles for power. That's helped by a smooth six-speed automatic transmission. On the road the CX-9 feels alert and responsive, instilling confidence in corners. Yet the suspension commendably smooths out road imperfections. Added noise insulation gives the cabin a luxury feel.

INSIDE THE CABIN

The CX-9's cabin looks more plush than rivals from Honda and Toyota. But adjustments for the supportive front seats are skimpy for a $40,000 SUV. The cockpit only comes in slim fit, with a narrow footwell. The supportive second-row seats provide good posture, while the third-row seat is suitable for kids.

The Connect infotainment system can be a challenge at first, but once mastered it has its pluses.

Low-speed forward-collision warning is available on the Touring, but only top-trims get the full-speed system.

Kia Sportage

New looks, better package

TEST-CAR SPECS

Price as tested	$26,720
Engine	181-hp, 2.4-liter 4-cyl.
Trans.	Six-speed automatic
Drive wheels	All-wheel drive

With the redesigned Sportage, Kia has attempted to address some big issues that plagued the old version, most notably the tight cabin and cargo space, ride quality, and a Poor score

Chrysler Pacifica

Seeking to reinvent the minivan

TEST-CAR SPECS

Price as tested	$38,245
Engine	287-hp, 3.6-liter V6
Trans.	9-speed automatic
Drive wheels	Front

Minivans don't have a great image among young consumers, even those who grew up in their parents' Dodge Caravans and Chrysler Town & Country's. A clean-sheet redesign aims to counter that perception with the 2017 Chrysler Pacifica, whichreplaces the Town & Country.

We bought a Touring L model, which starts at $34,495. We also added 18-inch wheels, an upgraded audio system, seating for eight, and a few odds and ends, bringing the total to $38,245.

DRIVING IMPRESSIONS

The new Pacifica has a very comfortable and controlled ride, with just a slightly firm edge coming through on rough roads. The interior also remains mostly quiet, interrupted by some wind noise and a gritty-sounding engine. Handling feels more planted than the last Town & Country we tested, and responds more like a good midsized sedan than a living room on wheels.

The 3.6-liter V6 is matched with a nine-speed automatic. We've complained extensively about this transmission in earlier products, but development has improved shift response and smoothness. At least the powertrain provides ample punch even if the transmission isn't the best. We got 21 mpg overall in our tests, tied for best in the class.

Within the next few months a plug-in Hybrid will be available (a minivan first), with a claimed 30 miles of electric range.

INSIDE THE CABIN

The driving position is very roomy, and the seats remain comfortable over a long drive. Controls, also, are no sweat; the optional Uconnect infotainment system is a snap to learn and the 8.4-inch touch screen is easy on the eyes.

The Pacifica's rear seats fold into the floor, creating a flat cargo space.

You can get either seven- or eight-seat configurations. Chrysler updated the second-row Stow-N-Go folding seats, which are now a bit more comfortable. Still, they aren't as supple as those found in the Odyssey or Sienna. The third-row seats are surprisingly hard and awkward to move. They require some effort to fold and unfold, and it's a long reach to access the handles/straps to operate them.

Bolstering its position as a secure place to transport your family, the new Pacifica offers a 360-degree camera, adaptive cruise control with autonomous braking, and lane-departure and forward-collision warning.

To help keep kids happy on long trips, the Pacifica is available with a rear-seat entertainment system that includes high-definition 10-inch touch screens. This lets passengers watch movies, play built-in games, and access the built-in Internet connection with their mobile devices. Depending on how many options you choose, it's clear that this new van can either be a simple and affordable hauler for growing families or a luxurious cruiser.

Overall, we're impressed with this latest redesign. But looking at Chrysler's recent reliability history, we'd wait a year before buying one.

in the IIHS small-overlap crash test.

We bought an AWD LX and opted for the $1,100 Popular package, which includes a power-adjustable driver's seat, heated front seats and mirrors, and roof rails. The total price came to $26,720.

DRIVING IMPRESSIONS

Handling is mildly sporty, with well-controlled body roll and reasonably quick turn-in response. The ride soaks up bumps better than the old model, but it is still a touch firm and less cushioned than a number of rivals.

Our LX has the base 2.4-liter four-cylinder, which is smooth throughout the rev range, and delivers ample power. The six-speed automatic operates serenely, whether at mild or full-throttle, showing good response to inputs. We've measured 23 mpg overall.

INSIDE THE CABIN

Interior quality is improved, with soft-touch material on the dash and window sills, and bits of matte-silver plastic trim that add a splash of color. Center stack controls are large and easy to decipher quickly, and we appreciate the radio volume and tuning knobs. The LX's 5-inch touch screen is small; a 7-inch screen is optional.

On long drives we've appreciated the power seat and adjustable lumbar support. The rear seat offers good head and leg room, and the seat backs recline via a well-placed lever next to the bottom cushion.

Like most small SUVs, cabin access is very easy. However, visibility to the side and rear is a bit compromised by the lack of a third side window at the rear of the vehicle.

A rearview camera comes standard, but getting safety gear is a convoluted process. If you want forward-collision warning with automatic emergency braking, you'll need to step up to the EX and opt for the $1,900 Premium package, which brings blind-spot detection and rear cross-traffic alert. Then you can order the $2,800 Technology package (with AEB, FCW, and lane-departure warning).

Reassuringly, the new Sportage gets the top score in the small-overlap crash test.

So far, we like what we have been seeing, with the new Sportage bringing style and functionality along with its improved refinement.

Tesla Model X

Too bizarre for its own good?

TEST-CAR SPECS
MSRP $110,700
Engine 90 kWh electric, 417 hp.
Trans. 1-speed direct
Drive wheels All

Tesla Motors is an unconventional company that thrives on throwing normality out the window with its lineup of electric vehicles. And while breaking the mold can benefit consumers, if it goes too far, the benefit is questionable.

And that, pretty much, sums up the new Model X three-row SUV. Filled with gee-whiz gizmos, this egg-shaped electric SUV sacrifices practicality and pragmatism for the purpose of showboating.

The Model X starts at $83,000 for the base version with a 75 kWh battery. Initially, only high-end P90D performance models were delivered, priced at $115,500 before options. We just purchased a Model X 90D, which stickered at $110,700.

DRIVING IMPRESSIONS

With the bigger of the two battery sizes, the 90 kWh, the EPA estimated range is 257 miles on a single charge. The P90D high-performance version has an estimated range of 250 miles. All Model Xs are all-wheel drive.

Like the Model S sedan, the X is quick–a blur of acceleration off the line, and an instant and gratifying burst of thrust available anytime, anywhere.

Tesla claims a 4.8 second 0-60 mph acceleration with the regular 90D. If you spend the extra $10,000 for Ludicrous mode, prepare for its full-throttle catapult that will slam you back into your seat and can make you dizzy to the point of a head rush during its frighteningly silent 3.2-second zap to 60.

With a big, heavy battery pack under the floor, the center of gravity is kept low. Cornering is stable and even-keel, contrasting with the top-heavy feel of many SUVs. The suspension and steering are well-tuned and make the Model X quite nimble. Even when pushing hard through the corners on our test track, the Tesla has proven to be utterly secure.

All Model Xs ride on an air suspension, making the Tesla's ride feel steady and composed. Before our Model X arrives, we sampled one equipped with the 22-inch wheels and summer tires, and noticed that they conveyed a bit of jitter when encountering bumps. The ride is much more comfortable on the smaller 20-inch wheels that our version is equipped with.

While certainly a show-stopper, the practicality of the Falcon Wing doors is questionable.

Honda Ridgeline

Car-like qualities in a truck-like package

VEHICLE SPECS

MSRP	$29,475-$42,870
Engine	280-hp, 3.5-liter V6
Trans.	6-speed automatic
Drive wheels	Front or all

After a two model-year break, Honda's unique Ridgeline pickup returns as a 2017 model. Most obviously, it now looks more like a traditional truck, with lower sides and a longer, wider bed, making it considerably more useful.

Like before, the Ridgeline uses unitbody construction and an independent rear suspension—borrowing underpinnings from the mild-mannered Honda Pilot SUV. The base, two-wheel-drive Ridgeline starts at $29,475. We rented a Black Edition, which starts at $42,870, from Honda for a first look.

DRIVING IMPRESSIONS

Despite the new styling, the Ridgeline retains some of the key ingredients from the old truck—such as the innovative tailgate that can swing open like a door, or flip down in normal fashion. All Ridgelines also get a handy, lockable trunk-like cargo space beneath the bed floor.

The independent suspension that makes the trunk space possible also contributes to a much more comfortable ride and better handling than all conventional trucks. It drives very much like a contemporary SUV rather than an antiquated load hauler. The interior is very quiet, even on an extended highway cruise.

The standard 3.5-liter V6 runs through a six-speed automatic, driving either the front or all wheels. EPA fuel economy figures are 18 mpg city, 25 mpg highway, and 21 mpg combined for AWD models.

Towing is limited to 5,000 pounds, trailing competitors like the Chevrolet Colorado (nearly 7,000 pounds) and the Toyota Tacoma (6,400 pounds). It wouldn't be wise to take the Honda on a day of serious boulder hopping, either. This is where the car-like undercarriage will be too vulnerable, compared to traditional pickup trucks.

Safety equipment like blind-spot monitoring and forward collision warning with automatic braking are optional, but only on the two top trim levels.

INSIDE THE CABIN

Inside, you'll find relatively comfortable seats and lots of handy bins and trays, including storage under the rear seat. All in all, it's a lot nicer than inside a Tacoma or Colorado. The layout feels like a Pilot with a bed instead of a third-row seat. And all models come with keyless push-button start and a rear-view camera.

Top trims get an 8-inch touch-screen infotainment system with navigation and Apple CarPlay and Android Auto compatibility. But the sleek-looking pane of glass is a poor design that lacks conventional knobs and buttons. The result is an unintuitive screen layout, with controls that are hard to tap as you drive. Lower trim lines have a 5-inch screen that is controlled with knobs and buttons and is far easier to use.

INSIDE THE CABIN

Entering the car is theatrical. You touch the handle and the front door opens toward you by itself. If you program it a certain way, the door will open for you as you approach, like an invisible valet.

The door handles stay flush with the body. Sensors monitor the car's surroundings to stop the doors before they can hit an adjacent car or a person. But the fail-safe is not 100 percent accurate, as we found with the occasional door bump on the dallying leg, or the wayward backside. Some owners have complained of the doors hitting protrusions in their garages, though a software update has supposedly fixed that.

On the plus side, the large opening practically allows you to walk in, with less ducking than a traditional door.

Our six-passenger Model X has two captain's chairs in the middle and two seats in the third row. Perched on a monopod, the captain's chairs are comfortable enough. But these molded one-piece seats don't fold flat, and barely even recline. Accessing the third row can be done even if a child seat is in the second row.

A giant touch screen is the centerpiece of the dash, and your interface with audio, phone, navigation, and vehicle systems. But we're not happy that drivers can surf the web when moving, a ridiculous distraction.

Standard advanced safety gear includes blind-spot monitoring and forward-collision warning with automatic braking. You can get Tesla's AutoPilot, which uses radar, cameras, and sensors to monitor the vehicle in traffic. And the "Summon" feature can move the car in or out of a tight parking space while you watch from the outside.

Mileage Misers

The new vehicles with the best fuel economy, and tips on how to save fuel

The best way to burn less fuel is to buy a car that gets better gas mileage. But our tests with a Honda Accord, Toyota Camry, and other vehicles show that even with a brand-new car there are ways to save at the pump.

No idling. The general rule-of-thumb is to turn off your car if you know you'll be stopped for more than 30 seconds. Don't worry: the starter is designed for multiple, repeated starts.

Keep your tires properly inflated. In our tests, we found fuel economy is reduced when tires are not inflated to where they should be. Do this when the tires are cold (before the vehicle has been driven or after no more than a couple of miles of driving). Use the inflation pressure recommended by the vehicle's manufacturer, not the maximum pressure embossed on the tire's sidewall. The recommended pressure is usually found on a placard on a front doorjamb, in the glove compartment, or in the owner's manual.

Slow down. Slowing from 75 to 55 mph boosted gas mileage 33 percent in testing performed on a family sedan and a large SUV.

Be a smooth operator. Avoid hard acceleration and braking whenever possible. In our tests, frequent bursts of acceleration and braking reduced mileage by 2 to 3 mpg on a Toyota Camry we tested. Once up to speed on the highway, maintain a steady pace in top gear.

Combine trips. Avoid making multiple short trips or try to combine all errands into one trip. If you can, avoid rush hour as sitting in traffic burns more gas and emits more pollutants.

Drive light. Reduce the amount of cargo you have in your vehicle—clean out all the useless junk in the trunk--and take off your roof rack when you're not using it. This will lighten your load, reduce drag, and aid fuel economy.

Ride share. Carpool to work or school and sporting events. Better yet, ditch the car altogether and use public transportation or bike/walk to do errands or get to work.

Skip gas-saving products. In our tests of some gas-saving products that promise better fuel economy, we have not found any that work. Simply put: Don't waste your money.

Check your route. With GPS, it's easy to track traffic and choose alternative routes. Keep in mind that traveling at a consistent speed with few stops or traffic lights is best for fuel economy.

Track gas prices. There are a number of apps such as Gas Buddy and AAA's Tripik that will help you find the cheapest gas in your area.

What type of gas can I use in my car?

While some cars require premium gas, many others simply recommend its use. We wanted to see whether consumers can save money by using regular gas in cars that merely recommended using premium fuel, and if it had any effect on fuel economy or acceleration.

We evaluated two models: the 2015 Acura TLX 4-cyl. and the 2016 Nissan Maxima V6. Each recommends—but does not require—that the owner put in premium gas.

In order to purge any premium in the fuel system, we drove them nearly dry, then ran through a tank of regular. All tests followed our fuel economy test protocol, with consumption measured through an inline fuel meter.

Both sedans achieved the same fuel economy with regular fuel as with premium. During testing, the cars felt and sounded the same; we did not experience any pinging or knocking noise in either car when using regular fuel.

The owner's manuals indicate that you might notice a decrease in performance when running on regular, but our test results say otherwise. The 0-60 mph acceleration times were identical on regular and premium gas.

So it's okay to use regular even if the manufacturer recommends using premium, but check your owner's manual before switching.

Wondering about long-term effects? In conversations with manufacturers, there was never a connection made with using premium fuel for reliability reasons. They only talk about higher octane in terms of performance.

But if you make the switch and think performance is sluggish, or you hear pinging, go back to premium fuel.

PHOTO: ARCHIDEAPHOTO /SHUTTERSTOCK

Best In Fuel Economy

Sure, gas is super-cheap—for now. But remember that the average age of cars on U.S. roads is 11 years old, so it's likely you'll see a gas-price spike with your next car. In order to make your wallet happy, we've identified the most fuel-efficient vehicles in each class. We included the worst performers at the bottom of most categories, so you can get an idea of just how good these top performers really are.

Lexus CT 200h

MAKE & MODEL	OVERALL MPG	CITY MPG	HIGHWAY MPG
ELECTRIC CARS AND PLUG-IN HYBRIDS			
BMW i3 Giga	**139** [1]	135 [1]	141 [1]
Mitsubishi i-MiEV SE	**111** [1]	104 [1]	116 [1]
Ford Focus Electric	**107** [1]	108 [1]	107 [1]
Nissan Leaf SL	**106** [1]	86 [1]	118 [1]
Chevrolet Volt	**105** [1]	99 [1]	109 [1]
Ford C-Max Energi	**94** [1] **/37** [2]	87 [1] /36 [2]	98 [1] /38 [2]
Tesla Model S P85D	**87** [1]	64 [1]	110 [1]
SUBCOMPACT CARS			
Toyota Prius Three	**52**	43	59
Toyota Prius C Two	**43**	37	48
Mitsubishi Mirage ES	**37**	28	47
Smart ForTwo Passion	**36**	25	48
Honda CR-Z EX (MT)	**35**	26	45
Ford Fiesta SE (3-cyl., MT)	**35**	25	46
Toyota Yaris iA	**35**	24	48
Honda Fit EX	**33**	24	42
Chevrolet Spark 1LT	**33**	23	44
Ford Fiesta SE (sedan)	**33**	22	45
COMPACT CARS			
Toyota Prius V Three	**41**	33	47
Ford C-Max Hybrid SE	**37**	35	38
Volkswagen Jetta Hybrid	**37**	29	45
Mazda3 i Touring	**33**	23	45
Mazda3 i Grand Touring (2.0L, MT)	**32**	24	41
Toyota Corolla LE Plus	**32**	23	43
Volkswagen Jetta SE (1.4T)	**32**	21	47
Honda Civic LX	**32**	21	45
Toyota Corolla iM	**31**	22	42
Mini Cooper Base (3-cyl.)	**31**	22	41
Honda Civic EX-T (1.5T)	**31**	21	45
Mitsubishi Lancer ES	**25**	17	34
MIDSIZED CARS			
Ford Fusion SE Hybrid	**39**	35	41
Hyundai Sonata Hybrid SE	**39**	31	46
Toyota Camry Hybrid XLE	**38**	32	43
Mazda6 Sport	**32**	22	44
Honda Accord LX (4-cyl.)	**30**	21	40
Chrysler 200 Limited (4-cyl.)	**30**	19	44
Volkswagen Passat SEL Premium (V6)	**23**	16	33
LUXURY AND LARGE CARS			
Lexus CT 200h Premium	**40**	31	47
Lexus ES 300h	**36**	28	44
BMW 328d xDrive	**35**	24	49
Lincoln MKZ Hybrid	**34**	29	38
BMW 328i	**28**	19	39
Mercedes-Benz CLA 250	**28**	19	39
Acura ILX Premium	**28**	18	42
Mercedes-Benz S550 (4MATIC)	**18**	12	28
Chevrolet SS	**17**	12	23

[1] Miles per gallon equivalent [2] Miles per gallon using gas engine

MAKE & MODEL	OVERALL MPG	CITY MPG	HIGHWAY MPG
SPORTS/SPORTY CARS (tested with manual transmission)			
Mazda MX-5 Miata Club	**34**	25	42
Mini Cooper S	**30**	23	38
Toyota 86	**30**	23	37
Subaru BRZ Premium	**30**	23	37
Ford Fiesta ST	**29**	21	36
Volkswagen GTI Autobahn	**29**	20	39
Ford Mustang GT Premium (V8)	**19**	13	27
SMALL SUVs			
Toyota RAV4 Hybrid	**31**	26	36
Lexus NX 300h	**29**	23	34
Honda HR-V LX	**29**	20	39
Subaru Crosstrek Hybrid	**28**	21	35
Mazda CX-3 Touring	**28**	20	36
Mercedes-Benz GLA250	**26**	19	35
Subaru Crosstrek Premium	**26**	19	34
Mini Countryman S	**26**	19	33
Hyundai Tucson Sport (1.6T)	**26**	18	35
Subaru Forester 2.5i Premium	**26**	18	35
BMW X1 xDrive28i	**26**	17	37
Volkswagen Tiguan SEL	**21**	16	27
Jeep Patriot Latitude	**21**	15	28
Jeep Cherokee Limited	**21**	14	29
MIDSIZED SUVs			
Toyota Highlander Hybrid Limited	**25**	18	32
Jeep Grand Cherokee Limited (diesel)	**24**	17	32
Hyundai Santa Fe Sport (2.4L)	**23**	17	30
Nissan Murano SL	**21**	15	29
Ford Edge SEL (2.0 EcoBoost)	**21**	14	31
Chevrolet Equinox 1LT (4-cyl.)	**21**	14	30
Kia Sorento EX (V6)	**21**	14	30
Dodge Journey Limited (V6)	**16**	11	25
LUXURY AND LARGE SUVs			
Lexus RX 450h	**29**	24	33
Lexus RX 350	**22**	14	31
Acura MDX Tech	**21**	14	31
BMW X5 xDrive35i	**21**	14	28
Mercedes-Benz GLS350d	**20**	14	28
Volvo XC90 T6 Momentum	**20**	14	28
Audi Q7 Premium Plus	**20**	13	28
Lincoln Navigator Base	**15**	10	20
Toyota Land Cruiser	**14**	10	20
MINIVANS			
Ford Transit Connect XLT (2.5L)	**21**	15	27
Honda Odyssey EX-L	**21**	13	31
Toyota Sienna XLE (FWD)	**20**	14	27
Kia Sedona EX	**20**	13	28
Dodge Grand Caravan R/T	**17**	11	27
PICKUP TRUCKS			
Ram 1500 Big Horn (diesel)	**20**	14	27
Toyota Tacoma SR5 (V6)	**19**	14	25
Chevrolet Colorado LT (V6)	**18**	13	26
Ford F-150 XLT (2.7 EcoBoost)	**17**	12	22

TOP Three-Row SUVs

KIA SORENTO

TOYOTA HIGHLANDER

HONDA PILOT

DODGE DURANGO

ACURA MDX

AUDI Q7

VITAL STATS

Overall score 84
Road test score 84
Price as tested $37,915
Trim line EX
Drivetrain 290-hp, 3.3-liter V6; six-speed automatic; AWD
Overall fuel economy 21 mpg

WHY BUY ONE
- Looks more upscale and appealing than most rivals
- Handy size: easy to maneuver, yet roomy
- Available third-row seat
- Smooth and efficient V6
- Strong reliability
- An IIHS Top Safety Pick

WHY NOT BUY ONE
- Limited rear visibility
- Hard to access third row
- Not a bargain compared to Highlander, which holds its value

Kia Sorento

IT'S RIGHT IF: You want an SUV that's relatively easy to handle in tight quarters, yet has an available third-row seat for hauling around the kids.

The Kia Sorento strikes an intriguing compromise between small SUVs like the Honda CR-V, and midsized vehicles like the Toyota Highlander. Thanks to its segment-splitting size, the Sorento is fairly easy to maneuver in close parking spots, while offering accommodations, storage, and features more along the lines of larger rivals.

The Sorento's upper-class styling is backed up by a comfortable and quiet cabin, plus the peace of mind that comes with driving an SUV deemed an IIHS Top Safety Pick.

The base two-row Sorento comes with just a 185-hp four-cylinder. If you want more power, you can get a turbo four-cylinder, but we would opt for the slick V6. A third-row seat is also available.

Our tested EX V6, at $37,915, adds leather seating surfaces, heated power front seats, and dual-zone automatic climate control. With the V6, you'll always get the kids to soccer practice on time. The engine's 290 hp is routed through a six-speed automatic to the front or all four wheels. With the optional tow package, the AWD V6 can pull 5,000 pounds.

On the road, the Sorento has a smooth ride, absorbs pavement flaws effectively, and transmits low levels of road and wind noise into the cabin. Handling is responsive and secure.

The versatile second-row seat moves fore and aft, and the seatback reclines. The third row can fit average-size adults, provided the drive is a short one.

Pairing your phone via Bluetooth is straightforward, and the voice control system understands myriad commands. And for 2017 Kia has equipped the Sorento with a larger touch screen.

As competent as the Sorento is overall, our EX V6 AWD's nearly $40,000 price is a healthy sum. But if you don't need a bigger SUV, you're in luck, as the Sorento's pleasant driving experience, family-friendly functionality, and solid reliability are a few of the reasons why it's one of our Top Picks.

BEST VERSION TO GET

We think the EX V6 with the Touring package is the one to shoot for. Yes, it adds about $3,000 to the EX's price, but brings with it a much larger, easier-to-use 8-inch touch screen with navigation, a 10-speaker Infinity audio system, along with a massive panoramic sunroof.

Toyota Highlander

BEST VERSION TO GET

The XLE delivers the best combo of features and value, with standard leather, moonroof, navigation system, and a power tailgate. While 2017 brings standard forward collision warning and automatic emergency braking, blind spot monitoring is still available in pricey options packages or on the XLE and Limited trims. They're available on competing SUVs for less money.

VITAL STATS

Overall score 83/82
Road test score 85/84
Price as tested $50,875/$38,941
Trim line Limited/XLE
Drivetrain 280-hp, 3.5-liter V6 hybrid; CVT; AWD/270-hp, 3.5-liter V6; six-speed automatic; AWD
Overall fuel economy 25/20 mpg

WHY BUY ONE
- Accommodating interior with easy-to-use controls
- Std. forward-collision warning and automatic braking for 2017.
- IIHS small-offset score
- Lots of features for $$
- Above-average reliability
- Hybrid fuel economy

WHY NOT BUY ONE
- Blind-spot standard only on XLE & Limited
- Some interior trim looks a bit low-rent

IT'S RIGHT IF: You want rock-solid reliability with very good fuel economy and resale value.

You don't have to be risk averse to see the appeal of the Highlander. But if you are, this vehicle is as worry-free as it gets.

There are plenty of reasons to put it on your short list. The interior is spacious, fuel economy is impressive, controls are straightforward, and the standard backup camera is an excellent safety addition.

Chances are your Highlander will have the smooth and refined 3.5-liter V6, a powerful workhorse that returns a decent 20 mpg overall. Want even better mileage? Opt for the Hybrid and you'll see 25 mpg overall. For 2017, you don't have to buy the pricey Limited trim to get the hybrid .

2017 also brings standard Toyota Safety Sense P across the line.

If you're buying an SUV for its on-road manners, rather than spirited driving, the Highlander delivers. Nothing will surprise you, either in routine driving or in an emergency situation. It leans a bit in corners, but not excessively, and the steering has enough weight that you know you aren't driving a toy car.

Climbing inside isn't a challenge, thanks to the wide door openings and low doorsill. But at first glance, the hard plastics, monotone interior panels, and rough trim edges seem out of place at nearly $40k.

The experience gets better. Big, supportive seats give the driver a stadium-like perch. Most controls are within reach, but shorter drivers may find it hard to reach the radio-tuning knob. That said, buttons and controls are mostly large, clearly labeled, and easy to quickly decipher and master. The big fonts on the eight-inch touch screen make it a snap to use.

Choosing a bench seat in the back brings seating capacity to eight. We like the captain's chairs, which are standard in the Limited and optional in the XLE. They provide easier access to the third row, but limit seating capacity to seven. While Toyota says the third row can fit three adults, it's better for kids. Shop for a minivan if you need a bigger third-row seat.

Honda Pilot

IT'S RIGHT IF: You want your SUV to perform the family-hauling duties of a minivan and don't mind being a poster child for a "Mom-mobile."

The Pilot does a commendable minivan impression with its flexible seating for eight; a roomy, versatile, interior; and easy access to all three seating rows. But in some ways the Honda is lost in the fog.

On open roads, the Pilot maneuvers like an apartment building on wheels. Cumbersome cornering makes the Pilot feel reluctant to turn, and the vague steering chips away at your confidence. Plus, the mediocre braking on wet roads trails most competitors.

The flip side to this is a comfortable ride, with a suspension that ably smooths out bumps. Some road imperfections will rock the Pilot from side to side, but they don't undermine ride comfort much. Honda loaded up on the sound-deadening materials, too, resulting in a quiet cabin.

The V6 is a gem, with prompt power delivery, and the six-speed automatic shifts smoothly. Our AWD Pilot returned 20 mpg overall; expect 21 or 22 mpg with front drive.

Unfortunately, Touring and Elite trims are saddled with a nine-speed gearbox that's neither smooth nor responsive, and it uses an unintuitive push-button shifter.

Interior materials and details have been improved, and drivers of all sizes found plenty of room, with good access to the controls. The big windows and thin roof pillars give a commanding view.

Though the well-padded front seats are supportive, the lumbar adjusts only for pressure, not height.

The second row is roomy, but the rearmost seats are best left for kids. Getting there is facilitated by a handy push button to slide the second row forward. Gauges are easy to read, and the climate controls are super-clear. But the touch-screen system is convoluted, and it's frustrating to find menus, change the volume or radio station, or adjust settings.

Advanced crash-prevention tech is available across the line, but only top-level Elite gets blind-spot detection. Honda's LaneWatch camera requires you to take your eyes off the road to glance at the display.

VITAL STATS

Overall score 76
Road test score 80
Price as tested $39,585
Trim line EX-L
Drivetrain 280-hp, 3.5-liter V6; six-speed automatic; AWD
Overall fuel economy 20 mpg

WHY BUY ONE
- Huge, versatile interior
- Nifty one-button folding seat access to third row
- Slick powertrain
- Rides well and is relatively quiet
- Availability of advanced safety equipment

WHY NOT BUY ONE
- Handling lacks agility; big and bulky to drive
- Blind-spot monitoring only on top Elite trim
- Frustrating infotainment system
- Nine-speed auto. on Touring & Elites is neither smooth nor responsive

BEST VERSION TO GET

The EX-L is the best combination of value and features. Its six-speed automatic avoids the push-button shifter that comes with the nine-speed unit found on higher trim levels. It's also the lowest trim level that includes the handy one-touch folding second-row seats and lets you get options like navigation and rear-seat entertainment. We would get the Honda Sensing safety equipment as well.

Dodge Durango

IT'S RIGHT IF:
You want a family-friendly SUV that's roomier and more upscale than most competitors, with plenty of towing ability.

Combining tons of utility with abundant creature comforts and passenger room, the Durango comes ready for all-around domes- tic duty. It's got plenty of cargo and towing capability for work needs, yet the interior is spacious, quiet, and well finished.

The standard V6 provides plenty of power and smooth, responsive acceleration even when loaded. But keep in mind that most midsize SUVs do better at the pump than the Dodge's 18 mpg overall. Stepping up to the optional V8 gives the Durango muscle car-like kick, and provides even more trailer pulling power. But it comes with some premiums: $3,000 in cash, and a 3-mpg overall fuel economy penalty.

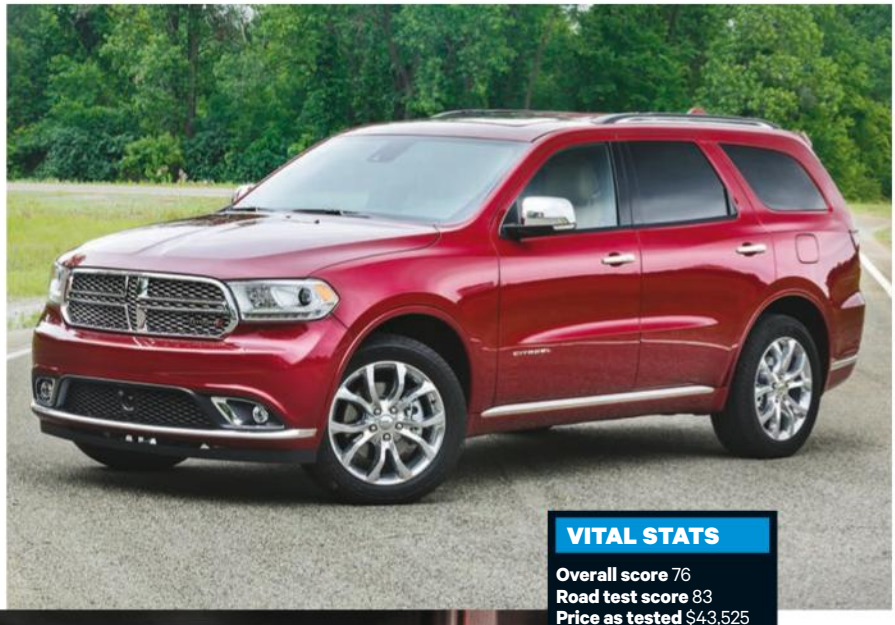
The Durango rides comfortably and quietly, with handling that is surprisingly agile for an SUV this size.

Inside, the Limited trim does a convincing job of impersonating an upscale sedan, with soft touch surfaces and controls that have a solid, quality feel. The Uconnect 8.4 infotainment system is one of the best. Front passengers sit high in big, supportive seats, and the second row can be had with captain's chairs or a roomy—if somewhat low—three-seat bench. Two adults can fit in the third row, but it's not the place for a long trip.

The Durango is larger than most midsized SUVs. It can be a handful to maneuver and park, particularly when backing up without a rear camera and cross-traffic alert. Both are only available on the Limited and higher trim models.

BEST VERSION TO GET

The midrange Limited trim should give most buyers the max for their money. It includes a host of desirable features, such as a rearview camera, heated leather seats and steering wheel, and the Uconnect 8.4 system. Opt for the V8 only if you regularly tow a heavy trailer. With either engine, get the factory towing package for its transmission cooler, trailer hitch, trailer wiring, and self-leveling rear suspension.

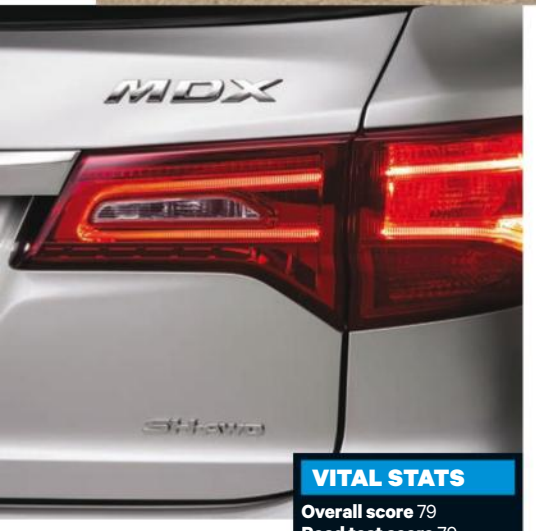


VITAL STATS

Overall score 76
Road test score 83
Price as tested $43,525
Trim line Limited
Drivetrain 290-hp, 3.6-liter V6; eight-speed automatic; AWD
Overall fuel economy 18 mpg

WHY BUY ONE
- It's comfortable, refined, and very quiet
- Handles well and feels surefooted
- Towing capacity is high, and it tows very well
- Uconnect system is among the best
- Available V8 engine is unusual in this class

WHY NOT BUY ONE
- Fuel economy
- Awkward to maneuver and park
- Rear visibility is so-so



Acura MDX

BEST VERSION TO GET

The best overall value is the Technology package. It includes the comfort and convenience features that you'd typically expect in this class.

VITAL STATS

Overall score 79
Road test score 79
Price as tested $51,410
Trim line Tech
Drivetrain 290-hp, 3.5-liter V6; nine-speed auto.; AWD
Overall fuel economy: 21 mpg

WHY BUY ONE

- Well-rounded and does everything with ease
- Impressive fuel economy
- Very handy one-button third-row access
- Comprehensive standard safety features

WHY NOT BUY ONE

- Frustrating shifter, touch screen, controls
- Transmission often doesn't shift smoothly
- Not very agile or sporty to drive
- Some common luxury features are only on top-level Advance trim

IT'S RIGHT IF: You are willing to trade a bit of practicality for style and luxury.

For years, the upscale MDX has been a popular choice in both America's suburbs and among Consumer Reports subscribers. It's easy to see why: this is a well-rounded, functional, and competitively-priced vehicle that does most things well.

The hushed cabin and supple ride provide the refinement expected of a luxury SUV. The 3.5-liter V6 engine is responsive and refined, plus delivers an impressive 21 mpg overall. While the nine-speed automatic helps fuel economy and acceleration, it doesn't have the smoothest shifts and uses an unintuitive push-button setup.

New for 2017 is a hybrid version, which uses a 3.0-liter V6, and a seven-speed dual-clutch transmission.

The MDX has a roomy, comfortable, and very functional cabin that can hold up to seven people. Access to the third-row seat simply requires pressing a single button—a clever, user-friendly design. Such interior flexibility makes the MDX an excellent soccer-mom SUV.

Alas, if you're looking for driving pizzazz, you won't find it here. While the MDX handles competently and securely, it has no sporty pretense. The steering is short on feedback, and this big Honda lacks the agility found in competitors such as the BMW X5 or Dodge Durango, even though it boasts "super-handling AWD" on its rump.

Inside, the cabin is well finished. But, as with other recent Acuras, the dual-screen, in-dash infotainment system is so frustrating and distracting to use that it takes away from the otherwise pleasant experience.

In addition, Acura doesn't offer a lot of flexibility in ordering options. Some common features are only available on the top-of-the-line trim or by getting expensive packages or dealer-installed options. One welcome exception to this: for 2017, the AcuraWatch Plus system is standard on all trim levels. This comprehensive suite of electronic safety features includes advanced technology such as self-braking capability and self-steering to help ensure the vehicle doesn't drift out of its lane.

Audi Q7

IT'S RIGHT IF: You want the trappings of a luxury SUV—size, power, quietness, ride quality, fit and finish—and are willing to pay a premium for it.

Even after a long commute, the redesigned Q7 is one of those vehicles you want to stay in. This luxury three-row SUV is quick, relatively fuel efficient, light on its feet, and brimming with usable high-tech. While it's one of the more expensive models in this category you get what you pay for, unlike with some competitors.

Audi's 3.0-liter supercharged V6 supplies smooth, refined power. The eight-speed automatic shifts imperceptibly and while 20 mpg overall in our tests doesn't sound especially frugal, it's good for the segment. Plus, the 7,700-pound towing capacity is impressive.

One striking characteristic is how occupants feel shielded from the outside world, isolated in a calm, tranquil cabin. Ride comfort is steady and composed, with some underlying firmness at urban speeds—unless you get the cushier $4,000 air suspension.

Handling is responsive and confidence inspiring, which belies the three-row Q7's size. Moreover, the predictable, balanced, and enjoyable Q7 comes alive on the track. It even acquitted itself better in our avoidance maneuver than more diminutive SUVs.

We won't argue if you think the Q7 is nicer than Audi's A8 flagship. Leather, matte wood, brushed aluminum, and double stitching are all top shelf. The seats are super comfy and supportive even for the long haul. Rear-seat room is also generous, although consider the third row as suitable for children only. The procedure of getting into the third seat is not immediately obvious. In addition, child seats are easy to fit and secure.

Audi's optional 12.3-inch "virtual cockpit" instrument panel can highlight the functions you're on (audio, navigation, phone, trip info) while minimizing the gauges. The system is compatible with Apple CarPlay and Android Auto. All of this tech comes with a learning curve, but it proves reasonably intuitive and surprisingly flexible.

The "pre sense city" safety system scans the road for other cars and pedestrians; it can apply full braking at speeds up to 25 mph in order to avoid a collision. Between 25 and 52 mph, the system will slow the vehicle to mitigate damage and injuries.

VITAL STATS

Overall score 87
Road test score 96
Price as tested $68,695
Trim line Premium Plus
Drivetrain 333-hp, 3.0-liter supercharged V6; eight-speed auto.; AWD
Overall fuel economy 20 mpg

WHY BUY ONE
- Luxurious, comfortable, and quiet interior
- Smooth, generous power
- Handles well
- Standard FCW and AEB
- Towing capacity for car-based SUV
- Very easy to securely fit child seats

WHY NOT BUY ONE
- Tech-heavy controls have steep learning curve
- Third row only suitable for kids, despite Q7s size
- Rear visibility
- Premium experience comes at a premium price

BEST VERSION TO GET

The Premium Plus is the sweet spot of the Q7 lineup. You need it to get blind-spot monitoring and many desirable options. Audi's virtual cockpit instrument cluster is pretty cool, but it's not a must-have. As with most Audis, if you plan to fully "load up" a lower trim with options, it's often cheaper (or similarly priced) to buy the next trim line up. If you plan to tow, you should opt for the Towing package, which includes a hitch and wiring for trailer lights.

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Get More Flash in Your Dash

Owners tell us which are smooth operators and bang-the-dash headaches.

FOR MANY OF US, the smartphone is the way we connect with friends and family, how we listen to music, and get to and from restaurants, weddings, and dentist appointments. Without it, many of us simply feel marooned.

Which is not how automakers want us to feel when behind the wheel. It's why for more than a decade they've developed infotainment systems that will do everything a smartphone will do—in a much less distracting way.

Though each system comes with different bells and whistles, most look pretty similar: a 5- to 8-inch screen set in the center console (or sprouting up from it) and controlled by touch-screen technology, a knob, or a touchpad.

But that's where the similarities end. Our recent survey, involving more than 58,000 vehicles (2013 to 2016 model years), asked owners how satisfied they are with their infotainment systems. The result: Systems are far from uniform in user experience and reliability.

In general, units with large, easy-to-read screens and traditional radio knobs fared better than those with smaller displays or touch-sensitive buttons. Among the most common complaints: Voice-command technology that doesn't work or requires very specific language prompts, systems that crash or are slow to respond, and costly navigation map updates.

Our survey also showed that there's not necessarily a correlation between vehicle cost and system quality. Cadillac Cue and the latest Infiniti infotainment systems, for instance, are poorly rated.

On the other hand, trouble-prone cars can have stellar systems. We recommend few Chrysler models, yet the brand's infotainment system is the favorite of our respondents.

The Excellent Eight

Great infotainment systems don't necessarily come in great cars—and vice versa. We've called out eight perfect pairings, meaning vehicle models we recommend that have top-performing infotainment systems to match.

AUDI A6

Comfortable, sporty, and fun to drive, with an infotainment system that's tactile and easy to use once learned.

CHEVROLET IMPALA

A thoroughly modern and enjoyable car that has a quiet, roomy cabin and an infotainment system with no-nonsense knobs and buttons.

DODGE DURANGO

A luxurious, refined, and capable SUV with an infotainment system that's the favorite among owners.

BUICK REGAL

This satisfying sports sedan has agile handling; a quiet, comfortable cabin; and a highly intuitive infotainment system.

BMW 3 SERIES

A sports sedan that's fun to drive, with pinpoint handling and a first-rate infotainment system—once you get the hang of it.

HYUNDAI SONATA

An affordable performer with decent fuel efficiency, the Sonata comes with the most-liked voice-command and Bluetooth systems.

HYUNDAI GENESIS (G80)

This exceptionally quiet and comfortable luxury car comes with both a straightforward touch screen and a controller knob for easier use.

KIA OPTIMA

The modestly priced Optima has nimble handling, comfortable seats, and a winning infotainment system. (Go for the larger screen.)

THE STANDOUT

Fiat-Chrysler | 70% VERY SATISFIED

UCONNECT

GOOD. There are many reasons why Uconnect 8.4 is a favorite with consumers: it has a quick learning curve, simple logic for the touch screen, good old-fashioned knobs and buttons, solid Bluetooth and voice command capabilities, and large fonts and onscreen buttons that take that simplicity to another level.

BAD. Don't confuse Uconnect 8.4 with the more basic Uconnect systems, which have smaller screens, less capability, and a much lower satisfaction rating (49%). You can't pick phone contacts via the steering wheel controls. And Apple CarPlay and Android Auto capability are late to arrive.

VERY GOOD

Hyundai | 63% VERY SATISFIED

BLUE LINK

GOOD. Blue Link has more standard, easy-to-use features than what is typically found in pricier cars. The up-level audio system with navigation brings a refreshingly simple control interface. Basic voice prompts or onscreen buttons are intuitive and the graphics are clear. Voice command and Bluetooth capability are among the best. A 2015 Sonata owner told us he's "amazed at how easy [the system] works."

BAD. Some screen fonts, such as for the radio presets, are small. Basic Hyundai systems have a smaller screen, only showing three presets at once.

BMW | 60% VERY SATISFIED

IDRIVE

GOOD. BMW's knobs and buttons respond promptly. The big central display screen has large, easy-to-read fonts, and the latest versions added a touch screen that makes it easier to use. It's a comprehensive and super-reliable system, with good Bluetooth connectivity. An X3 owner said, "The learning curve is fairly steep, but the system is not bad once you get the hang of it."

BAD. Some of iDrive's functions are marked by cryptic hieroglyphics, necessitating some in-depth exploration time spent twisting, pressing, or jogging of the knob or poking the screen to see what each one means.

Kia | 57% VERY SATISFIED

UVO

GOOD. Like sister company Hyundai, Kia's systems use knobs and buttons along with a touch screen. It's worth it to splurge for the optional uplevel system's larger screen. As a 2016 Sorento owner complained, the basic screen "is way too small, and the messages on it are even smaller."

BAD. UVO doesn't let you scroll through phone contacts via the steering wheel buttons, a convenience offered by some competitors' systems.

VERY GOOD

IntelliLink

GM | 57% VERY SATISFIED

BUICK/GMC: INTELLILINK; CHEVROLET: MYLINK

GOOD. The high-ranked systems from Buick, Chevrolet, and GMC closely mirror Chrysler's design and are relatively simple to master. They all have clearly labeled onscreen menu items and pairing a phone is a quick, easy process that can be done using voice commands. Audio, phone, and trip information can be interacted with by comprehensive steering-wheel controls and viewed in the instrument cluster, which helps reduce distraction. Owners generally like using the OnStar system, which can call a live GM concierge for roadside assistance or to download directions straight to the navigation system.

Chevrolet MyLink

BAD. Not every Chevrolet MyLink system is created equal; ones with the larger eight-inch screen are easier to use than versions with the more basic seven-inch screen. Displaying additional audio presets can be tricky.

Audi | 57% VERY SATISFIED

MMI

GOOD. Audi has added more hard buttons over the years to simplify the system. A 2013 Q5 owner summed it up, "[MMI] takes getting used to. Once mastered it's intuitive." Steering-wheel control shortcuts are well-designed. The optional Virtual Cockpit replaces normal instrument gauges with a big digital screen that can display Google Maps straight ahead of the driver.

BAD. Older versions of Audi's MMI controller rotate counter intuitively when scrolling through radio stations. Some choices require you to look down at the console.

Lexus | 56% VERY SATISFIED

REMOTE TOUCH

GOOD. Simple menus and customizable screens make it easy to find what you need, and there are knobs for volume and tuning. Owners like that the touchpad is easier to reach than a touch screen. Bluetooth streaming is easy.

BAD. Touch-sensitive capacitive switches look flashy, but it's easy to accidentally brush across them. The system blanks out the phone contact list (except for recent calls) when you're driving, forcing you to either reach for your phone or use voice commands. The optional "Remote Touch" mouse controller is fussy; a Lexus RX owner reports that "using the mouse-based system is cumbersome but manageable."

AVERAGE

Nissan/Infiniti | 54% VERY SATISFIED

NISSANCONNECT; INFINITI CONNECTION

GOOD. Nissan Connect has a simple button layout, volume and tune knobs, and a bright screen. Frequently used controls, such as radio presets, station name, and time of day, are displayed regardless of which screen menu you are in. Bluetooth audio streaming works well.

BAD. Some Nissan and Infiniti systems have dated graphics. The older Connection system works better than the newer, slow, and glitch-ridden InTouch that rolled out with the 2014 Q50—frequent software crashes and a slow startup process are common owner complaints.

Infiniti Connection

Nissan Connect

Volvo | 52% VERY SATISFIED

SENSUS CONNECT

GOOD. Many current Volvo models use familiar-looking radio knobs and buttons to control a center screen. Newer models, such as the XC90 SUV and upcoming S90 sedan, employ a large, iPad-like touch screen (below) that puts many controls at your hand.

BAD. The older Volvo systems have convoluted menus, and it isn't intuitive or easy to wind your way through them. The newer touch screens require a lot of swiping to navigate from screen to screen, and it gets very distracting to use.

Mercedes-Benz | 51% VERY SATISFIED

COMAND

GOOD. Most of the system's major functions (nav, radio, phone, etc.) are easy to navigate, particularly in earlier iterations of Comand. It's easy to choose which function you prefer to view and interact with it through the cluster in the instrument panel. Onscreen fonts are clear and easy to read.

BAD. While competitors have simplified their systems, newer Mercedes-Benz models like the S- and C-Class have fewer buttons and more complex menus. Going through the list of radio stations is a lengthy process. Irritatingly, the touch pad sits where you would naturally rest your hand, commonly resulting in inadvertent radio station changes. Voice commands aren't always standard. In some models, if the radio is turned off the backup camera will not display.

Subaru | 50% VERY SATISFIED

STARLINK

GOOD. Pairing phones and streaming online audio is easy. Good old-fashioned knobs handle volume and tuning. The touch-screen has simple and intuitive page logic. Most fonts are large and easy to read.

BAD. Some onscreen buttons are too small or close together to tap accurately at a quick glance while driving. Owners complained that the glossy screen "reflects bright sunlight, making it hard to see." Many owners complained that the navigation system can't be programmed while the car is moving. Some iPhone users found that Bluetooth audio didn't play through the car's speakers when connected to the USB port. The navigation system requires a frustrating multi-step process to program.

AVERAGE

Ford | 49% VERY SATISFIED

SYNC/MYFORD TOUCH; SYNC/MYLINCOLN TOUCH

GOOD. Ford has improved these systems over the years. Comprehensive voice commands save the day for audio, climate, and phone tasks. It's easy to pair a smartphone with the system and use it to stream music through the car's audio system. The new Sync 3 system is responsive, streamlined, and much-improved.

BAD. Owners report reliability problems, with the system "constantly rebooting" and sometimes requiring replacement. Subsequent years have had fewer problems, but the screen design remains frustrating and distracting, with some versions having small, touch-sensitive flush buttons on the center console that were "overly touchy."

The touch screen has some small text and tightly packed buttons that are hard to operate while driving. A 2013 Fusion owner told us, "MyFord Touch is a wonderful idea that was mostly implemented but never really finished."

Sync 3

MyFord/MyLincoln Touch

Mazda | 49% VERY SATISFIED

MAZDA CONNECT

GOOD. Pairing a phone is quick and easy. Onscreen graphics are uncluttered and the fonts are large and clear.

BAD. One owner sums it up well: "Mazda still has some work to do." This isn't an easy system to learn, often requiring several steps to conjure simple functions. More hard keys would help. Another owner says, "I'm not impressed. It's difficult to get through all of the steps to get to where I want." Owners were frustrated that the touch screen works only when the vehicle is stopped, and that the voice-recognition system often misunderstands commands. One owner complained that the Bluetooth was "incredibly flaky and crash-prone." Some icons aren't intuitive.

TAKING APPLE AND GOOGLE ALONG FOR THE RIDE

Love everything about your car except its infotainment system? There's an app for that. Apple's CarPlay and Google's Android Auto systems bring the familiar functionality of smartphones to the car's screen. All you have to do is plug your Apple or Android phone into any car that supports the system, and a modified version of your smartphone screen appears on your dash monitor.

Both systems work well for phone calls and reading back text messages. They also provide voice-activated navigation that's easier to use than the systems installed by most auto manufacturers. Another meaningful advantage: Cloud-based maps and points of interest are always up to date, eliminating the need for costly map updates. And the most current software is just a download away.

As good as they are, there are drawbacks: Older cars require an aftermarket head unit. And only about one-third of new vehicles on the market offer them.

CarPlay's music player can be cumbersome, and in GM models, it hides the outside-temperature display. On Android Auto, Pandora and Spotify have similar artist-song-album displays that rob unique features. And in cars without a touch screen you need to awkwardly use the system's dial controller.

AVERAGE

Honda Link

Honda/Acura | 49% VERY SATISFIED

HONDALINK; ACURALINK

GOOD. Basic Hondas have friendly non-touch-screen infotainment systems that use big buttons and a large screen that displays relevant information.

BAD. Honda and Acura systems come in several designs, none of which make owners happy. Many were dissatisfied with voice-command quality—the lowest-ranked among brands. One owner found it "very difficult to use the commands because they must be said in 'Acura-speak,' not commonly used English words." High-trim versions even lack a knob to adjust volume. System logic is unintuitive, requiring flipping through multiple oncreen pages to complete simple functions.

Acura Link

BACK TO THE DRAWING BOARD

Toyota | 44% VERY SATISFIED

ENTUNE

GOOD. Toyota's interface has simple menus and customizable screens that make it easy to find what you need, as well as knobs for volume and tuning. Onscreen fonts and buttons are large—a big help for legibility. Entune has one of the most comprehensive Bluetooth streaming audio interfaces we have encountered.

BAD. Touch-screen preset buttons are packed tightly together, and it's easy to accidentally brush across the touch-sensitive capacitive switches when reaching for something else. "The whole thing is hit and miss," one owner says. The Entune app capability seems "clunky compared to phone apps." The system blanks out the phone contact list (except for recent calls) when you're driving, forcing you to either reach for your phone or use voice commands. Many respondents were frustrated that the navigation system can't be programmed while the car is moving, preventing even passengers from entering a destination.

Cadillac | 40% VERY SATISFIED

CUE

GOOD. An updated, somewhat quicker Cue has debuted with the new CT6 sedan.

BAD. Cadillac's Cue is an Achilles' heel for GM. A typical complaint: "This car REALLY needs a co-pilot with an IT degree." Owners criticized Cue for being "sluggish" and trouble-prone, findings backed up by Consumer Reports' reliability data. Some owners report difficulty using Cue for months, even years, after purchase. Many criticisms focus on capacitive-touch buttons that are overly sensitive; one consumer noted that you "barely have to wave your hand in front of the Cue system and you change radio stations."

Make Your Move... Earlier

Your child needs a convertible seat sooner than you think

Nearly two years ago, Consumer Reports inaugurated a new crash-test protocol to evaluate child safety seats—a test we believe gauges the relative safety potential of child seats in conditions that more closely represent an actual vehicle interior. While first conducted on infant seats, our Ratings now reflect testing of convertible seats under the new protocol.

Research shows when a child suffers a serious injury in a crash, it's often to their head. Contact with an interior component, such as the front seatback, is often the cause.

Our testing shows that a dummy representing a 12-month-old child had head contact with a simulated front seatback in 16 of the 30 tested infant seats. But in our tests of convertible seats, the same dummy was protected from a head strike with 24 of the 25 tested convertible models.

As a result, our advice is to transition your child to a rear-facing convertible seat no later than age one. Yes, you lose the convenience of using an infant seat carrier, but that is outweighed by the safety risk of a head injury.

DON'T WAIT TO BUY

As your little one outgrows his infant seat, a convertible seat is the next step. These seats can be installed in both rear- and forward-facing configurations, and will likely be the seat your child sits in for the longest period of time.

Although many of the infant or rear-facing-only child seats have weight limits up to 35 pounds or more, it is more likely that your child will grow out of those seats, height-wise, before reaching those weight limits.

A convertible seat is a must in order to keep your child rear-facing until the age of 2 years old, which is recommended by Consumer Reports and the American Academy of Pediatrics.

96%

of tested convertible seats protected the dummy from a head strike in our tests.

In the coming years, laws in California, New Jersey, Oklahoma, and Pennsylvania will require children to sit rear-facing until age two.

OUR NEW TEST

Prior to 2014, Consumer Reports' tests were based on government standards for child seats and included installing the seat on a 'test bench' that is flatter and softer than seats in current vehicles. Our new test improves on the old protocol in a few ways:

- We changed the seat cushion the child seat is mounted to, adopting one with dimensions and firmness closer to seats in contemporary cars.
- We raised the impact speed from 30 mph to 35 mph. That raises the crash energy by approximately 35 percent and better replicates how vehicles behave in frontal crashes.
- We added a surface in front of the seat that simulates a front seatback.

Our overall scores are based on three factors: ease-of-use, fit-to-vehicle, and crash-test performance. The first two factors carry the most weight. If a caregiver can't connect and tighten a child restraint correctly, the child seat can't provide optimal protection—regardless of its performance in crash-tests.

Crash protection for our new test is rated as Basic, Better, and Best. Ratings are based on injury criteria from child-sized dummies, whether there was direct contact of the dummy's head with the simulated front seatback, and whether the seat remained intact during testing.

A Basic rating was given to seats where injury numbers were meaningfully higher than those measured on other tested models, or that had some structural compromise. Seats rated Basic offer far better protection than no seat at all, but a seat rated Better or Best offers a greater margin of safety.

RIGHT SEAT, RIGHT TIME

Waiting until Mom gets labor pains is too late to decide on a car seat. Not only will you need one for your newborn's ride home from the hospital, but over your child's early life you'll also need a range of seats designed for different ages and sizes. Even seasoned parents may be fuzzy on which seat type is correct and when to move to the next one. The following pages provide a guide to various seat types, and a handy timeline for when to transition your child to the next seat.

1 The chest clip should always be positioned at armpit level

2 When in rear-facing mode, the harness should be at or below the shoulders; in forward-facing orientation, harness should be at or above the shoulders.

3 The harness should be tightened enough so that you can't pinch any webbing fabric between your fingers.

PHOTO: JOHN WALSH AND JOHN POWERS

Important Safety Strategies for Making Important Transitions

Your child seat must fit not only your child but also your car. If you can't test-fit the seat before purchasing it, make sure you can return or exchange it. See SafeKids Worldwide (safekids.org) for dates and locations where you can have your seat installation checked.

Here are some tips to help you get the right fit:

- Carefully read the manuals for both the car and the seat.
- Check the recline of rear-facing seats. That is critical, especially for infants. An overly upright seat may allow an infant's head to fall forward, obstructing his breathing. Most rear-facing seats have a built-in level indicator to help you get the seat properly aligned.
- Child seats can be installed using your vehicle's seat belts, but it's often easier to get a secure fit using LATCH.
- Attach and tighten the top tether for all forward-facing child seats, whether they are installed with LATCH or the seat belt.
- You may have to remove the vehicle's head restraint to allow a forward-facing seat to fit properly against the vehicle's seatback.
- To assure that the harness is tight enough, you shouldn't be able to pinch any fabric at the child's shoulder.

Car-Seat Timeline: By Age and Size

These estimations, based on best practices and child-seat height/weight limits, are our recommendations for the minimum number of child seats you'll need to use until your child is ready to use just the vehicle's seat belts.

It's important to use the right type of seat, to ensure it remains a safe, comfortable, and convenient fit for your child. Spending more doesn't necessarily get you the best performing seat, but it may buy you more features. Many midpriced models perform as well as or better than pricier ones. Seats can be reused, but they have expiration dates. And retire the seat after a crash or if it sustains any damage.

REAR-FACING INFANT SEATS

$55 to $300
(for children 4 to 40 pounds)

You have plenty to haul around as a new parent, but an infant seat's detachable carrier is a great convenience. It allows parents to easily carry the child, and most will also snap into a compatible stroller. Our tests show that infant seats also provide the best fit for the smallest babies. Though they are designed to accommodate babies that weigh up to 40 pounds, most will outgrow them heightwise first. And based on our new findings, you'll want to move your child to a convertible seat no later than his first birthday.

CONVERTIBLE SEATS

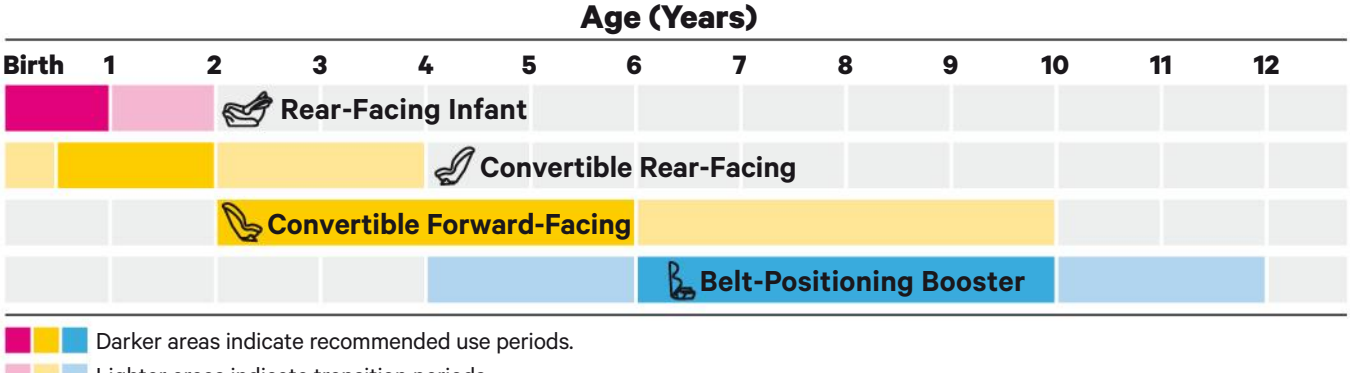
$40 to $450
(for children 5 to 45 pounds rear-facing, 20 to 70 pounds forward-facing)

You'll need a convertible seat for two reasons: It's recommended for kids to remain facing rearward until they reach their second birthday, and our tests show these seats offer better head protection for 12-month-old kids than infant seats. You may be tempted to use convertibles for newborns, but most don't provide the best fit for tiny babies. The seat can be positioned facing forward once a child has reached age 2 or the rear-facing height or weight limits of the seat. Many have forward-facing limits of 65 pounds or more.

BELT-POSITIONING BOOSTER SEATS

$14 to $300
(for children 30 to 120 pounds)

Once your child has outgrown a forward-facing harnessed seat, he will still need a booster to allow the seat belts to sit correctly on his frame. A child usually isn't tall enough to use the belts alone until he reaches 57 inches tall and is between 8 and 12 years old. Boosters are designed to raise the child high enough so that the vehicle's seat belt sits correctly. High-backed boosters are a better choice because they include some side bolstering, as well as a guide that can better position the shoulder belt.



PHOTOS: JOHN WALSH AND JOHN POWERS

Ratings: Best Child Seats by Type

Our Ratings are based on crash protection, ease of use, and fit-to-vehicle using both LATCH and seat-belt installation (how simple it is to install). Boosters are rated for their potential to provide a proper belt fit. Rear-facing infant and convertible models were tested to our new protocol; boosters underwent our traditional tests. CR Best Buys are notable values. Similar seats are included where applicable and are separated with a slash (/). They have similar features and designs as the tested model.

* Note: For information on the Recaro Performance Ride's crash performance, visit consumerreports.org/recaro.

Chico KeyFit 30

☑ CR Best Buy ☑ Recommended

● Excellent ◓ Very Good ○ Good ◒ Fair ● Poor

Rear-Facing Infant Seats (New test protocol)

Rec.	BRAND & MODEL	PRICE	SCORE	TEST RESULTS			
				Crash Protection	Ease of Use	Fit-to-Vehicle: LATCH	Fit-to-Vehicle: Belt
A. 22-LB. CAPACITY							
☑	**Chicco** KeyFit	$180	77	Best	◓	●	◓
☑	**Maxi-Cosi** Mico	$200	64	Best	◓	◓	○
	Mia Moda Certo	$120	58	Better	○	◓	○
B. GREATER THAN 22-LB. CAPACITY							
☑	**Chicco** KeyFit 30	$190	76	Best	●	●	◓
☑	**Combi** Shuttle	$180	69	Better	◓	●	●
☑	**Cybex** Aton 2	$300	67	Best	◓	◓	◒
☑	**Safety 1st** onBoard 35 Air	$150	65	Best	○	◓	○
☑	**UPPAbaby** Mesa	$280	64	Better	●	●	○
☑	**Britax** B-Safe	$150	64	Best	○	◓	○
☑	**Safety 1st** onBoard 35	$110	63	Better	◓	◓	○
☑	**Graco** SnugRide 30 (Classic Connect)	$100	62	Best	○	◓	○

Convertible Seats (New test protocol)

Rec.	BRAND & MODEL	PRICE	SCORE	TEST RESULTS					
				Crash Protection	Ease of Use	Fit-to-Vehicle: Rear LATCH	Fit-to-Vehicle: Rear Belt	Fit-to-Vehicle: Forward LATCH	Fit-to-Vehicle: Forward Belt
☑	**Chicco** NextFit	$300	82	Best	●	●	◓	●	◓
☑	**Britax** Marathon ClickTight	$265	81	Better	◓	●	●	●	●
☑	**Evenflo** SureRide/ Titan 65	$100	74	Best	◓	◓	◓	●	●
☑	**Cosco** Scenera NEXT	$45	73	Better	◓	◓	○	●	◓
☑	**Graco** Contender 65	$140	72	Better	◓	◓	◓	●	◓
☑	**Graco** Size4Me 65/Head Wise 65	$180	71	Best	◓	●	◓	◓	○
☑	**Graco** My Ride 65	$110	70	Better	○	◓	◓	●	●
	Safety 1st Guide 65/ Guide 65 Sport/Eddie Bauer XRS65	$95	64	Better	◓	○	●	●	◓
	Britax Boulevard (G4)/ Marathon (G4)	$265	64	Basic	●	○	○	●	●
	Safety 1st Chart Air 65	$130	64	Best	◓	○	●	●	◓
	Safety 1st Complete Air 65	$160	63	Best	◓	●	●	●	◓
	Maxi-Cosi Pria 70/ Pria 85	$200	63	Better	○	◓	○	●	◓
	Evenflo Triumph 65	$130	62	Best	◓	◓	◒	◓	○

Convertible Seats (continued)

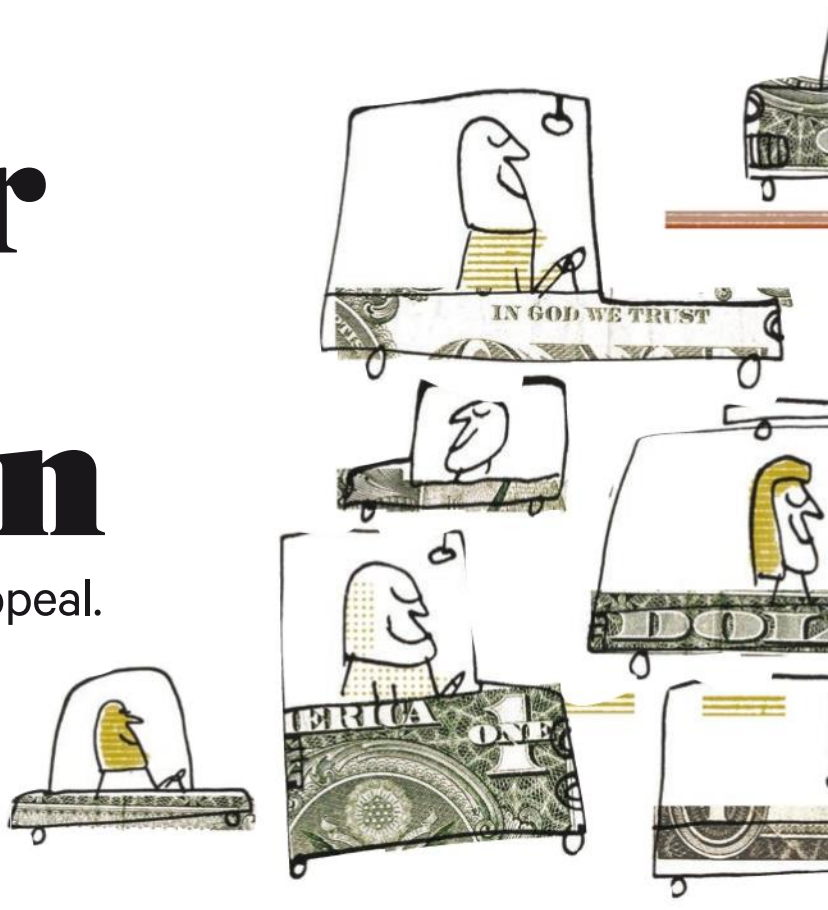
Rec.	BRAND & MODEL	PRICE	SCORE	TEST RESULTS					
				Crash Protection	Ease of Use	Fit-to-Vehicle: Rear LATCH	Fit-to-Vehicle: Rear Belt	Fit-to-Vehicle: Forward LATCH	Fit-to-Vehicle: Forward Belt
	Britax Roundabout (G4)	$145	62	Basic	◓	○	○	●	●
	Peg Perego Primo Viaggio SIP 5-65 Convertible	$350	57	Better	◓	●	◒	◓	◒
	Cosco Scenera/Safety 1st OnSide Air	$40	55	Basic	○	○	○	●	●
	Graco Classic Ride 50/ Ready Ride	$100	54	Better	○	◒	◒	●	●
	Safety 1st Advance SE 65 Air+	$170	54	Basic	◓	○	○	●	◓
	Combi Coccoro	$240	52	Better	○	●	●	●	◓
	Clek fllo	$380	51	Better	○	◓	◓	◓	●
	Evenflo Tribute	$50	50	Better	○	◒	●	●	◒
	Clek foonf	$450	44	Better	○	◒	◒	●	●
	Recaro Performance Ride*	$270		NA	◓	○	◒	●	●

Belt-Positioning Booster Seats

Rec.	BRAND & MODEL	PRICE	SCORE	TEST RESULTS		
				Crash Protection/ Belt Fit Highback	Crash Protection/ Belt Fit Backless	Ease of Use
A. HIGHBACK						
☑	**Cybex** Solution X-Fix Plus	$170	65	◓	NA	◓
	Kiddy Cruiserfix Pro	$230	63	◓	NA	○
	Peg Perego Viaggio Hbb 120	$200	61	○	NA	◓
	Harmony Folding Travel Booster	$100	41	◒	NA	◓
B. HIGHBACK-TO-BACKLESS						
☑	**Evenflo** Big Kid Amp Highback	$40	72	●	◓	◓
☑	**Evenflo** Big Kid Sport	$30	72	●	◓	◓
☑	**Evenflo** Big Kid DLX	$60	69	●	○	◓
☑	**Evenflo** Big Kid LX	$60	69	●	○	◓
	Graco Afix Big Kid LX	$80	63	◓	○	◓
	Safety 1st Boost Aur Big Kid LX	$60	62	◓	○	○
C. BACKLESS						
☑	**Harmony** Youth Booster Seat	$13	68	NA	◓	◓
	Evenflo Big Kid Amp	$25	64	NA	○	◓
	BubbleBum Booster Seat	$30	56	NA	○	○
	Cosco Ambassador	$15	55	NA	○	◓
	Clek Olli	$100	51	NA	○	◓
	Cosco Top Side	$17	39	NA	◒	◒

Get the Most for Your Trade-In

Easy steps to maximize its appeal.



Figuring out the best way to sell your current vehicle might pale in comparison to the emotional swirl of getting a new ride, but be careful. You could get a great deal on your new car, yet lose all the savings—and more—on your old one.

While you typically get the most money by selling the car yourself, trading it in is such a low-hassle option that many people think the convenience is worth it, even if they get less money. You can apply the trade-in amount to your down payment, reducing how much you have to finance.

There can be tax advantages, too. Most states require that sales tax be paid only on the difference between the price of your trade-in and the vehicle you are buying, not the full price of the car you buy.

Still, the best you can hope for when trading in is getting the wholesale price, which is significantly less than what you could get if you sold it yourself. Even if you know what your vehicle is worth, you'll have to haggle with a salesperson to get the best deal. And if the dealer already has six versions of your used car on the lot, he or she isn't likely to pay top dollar for another. And if your trade-in isn't one the dealer wants, it will probably be sent to auction and discounted accordingly.

Just remember, no matter how tired you may be of your current vehicle, a dealership isn't doing you a favor by taking it off your hands—it's because there's an inviting profit for them at the end of the transaction.

Negotiating the trade-in

YOU'LL GET THE BEST DEAL by keeping the purchase and trade-in negotiations separate. Combining the two allows salespeople to manipulate the deals so that a good price in one area could be canceled out by a poor price in another.

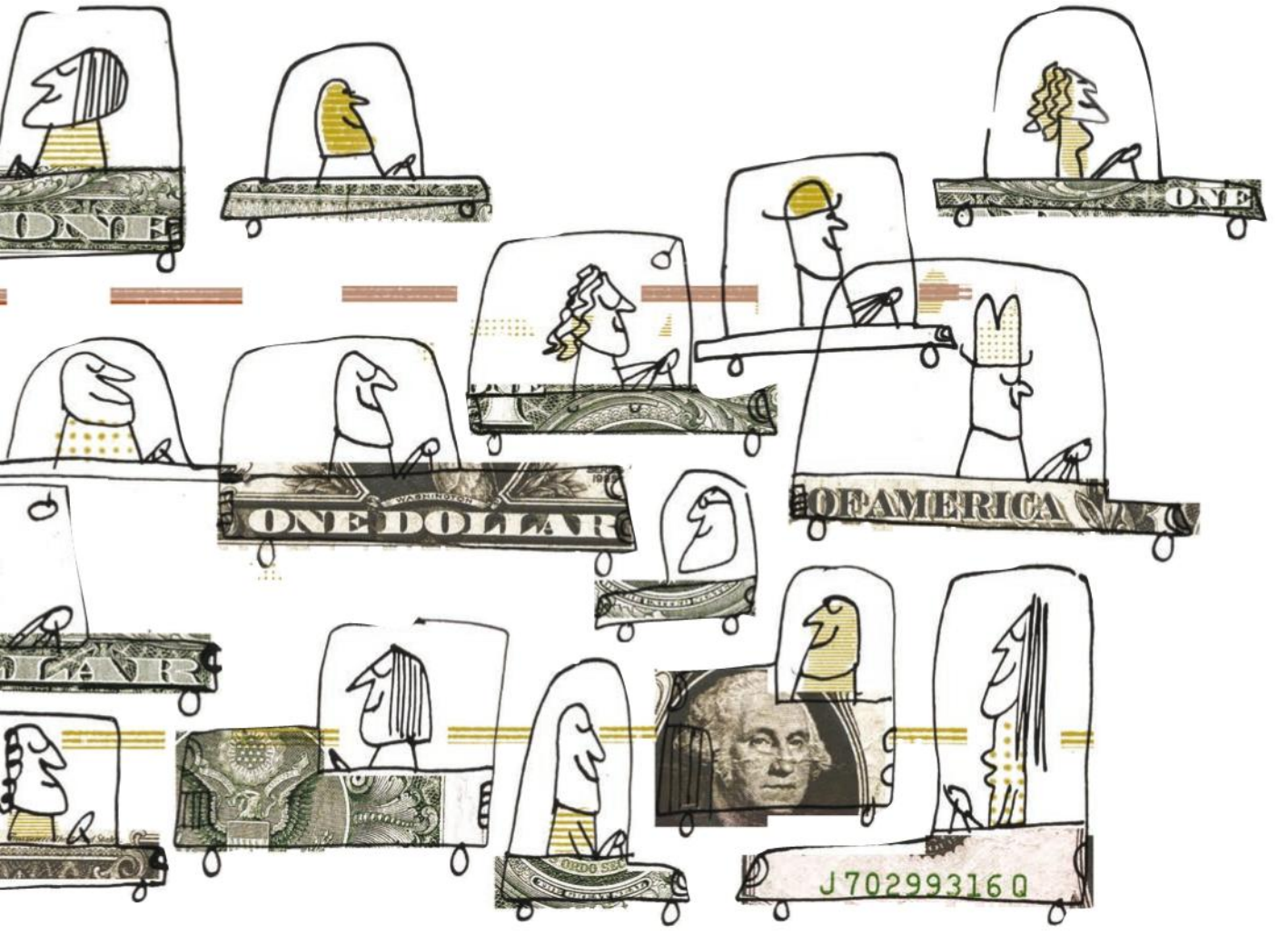
First, nail down the price of the car you want to purchase, then discuss your trade-in. Since dealers often make more money reselling your car than they do on a new-car deal, they have more flexibility with a trade-in offer. Be sure to read and understand any sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. You have little recourse after you sign.

Clean the interior

FIRST, REMOVE personal clutter: empty the glove box and storage bins, wash the cup holders, and check under the seats for lost toys, trash, and wayward french fries.

You can buy special cleaners for upholstery, carpet, and leather. For hard plastic, use any general-purpose cleaner. Use a good glass cleaner to remove smudges and film from the inside of all windows, paying special attention to the windshield and rear window. Replace any severely worn floor mats.

Ridding cars of odors can be a challenge. First, clean the interior fabrics with pet/spot cleaner or another odor-fighting product. Don't forget to wipe down the overhead fabric. Be sure to clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, spray odor eliminator into the system's air intake, usually located at the base of the windshield. Then run the A/C for at least 10 minutes.



Spiff it up

MAKING YOUR VEHICLE look as good as possible can improve its value and sales appeal.

Depending on its condition, you can do the work yourself or enlist a professional detailer. Prices generally start around $100, and they can rapidly increase depending on the region, type of vehicle, and amount of work needed. Detailing sometimes means little more than an extra-good job of polishing the body and cleaning the inside, plus removing every smudge and scrap of grime. But preparing the car for sale may involve body work, paint touch-ups, and heavy-duty buffing.

As with all do-it-yourself projects, the more elbow grease you invest, the less you'll pay someone else. Here's how to get the best results from your efforts:

Give your vehicle a thorough car wash. Scrub the wheels with a stiff-bristled brush and a good detergent or cleaner that is safe for all wheel types. Once everything is dry, apply a tire dressing for a new-car look.

If the paint is in good condition, you may only need a coat of wax. Use one marked "safe for clear-coats." Avoid abrasive products meant for paint removal or to shine a dull finish. If your paint finish is a little dull, look for a product that both polishes and protects. Based on our tests, we favor liquid waxes for the best cleaning results.

You can fix small scratches and chips yourself with touch-up paint, available at your dealership. Make sure you get an exact color match or your repair job will look worse than the scratch. Fine surface abrasions or scratches in the paint can be professionally buffed out at a body shop or car-wash center. This will improve the car's overall appearance, but will cost between $100 and $200. You can do it yourself using an appropriate polish and microfiber cloths, but if you've never used a power rotary buffer, now isn't the time to learn. You can easily burn through the paint or leave permanent swirl marks.

Clean the engine

CLEANING THE COMPONENTS under the hood can be a chore, and, on a trade-in, offer a low return on your time investment. If battery terminals are corroded or caked with white powder, clean off the residue with an old toothbrush dipped in a mixture of water and baking soda. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

You can certainly clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Be careful not to get electrical connections wet.

Fix any glass defects

IT'S VERY COMMON for a windshield to pick up damage from a flying stone. An auto-glass repair service can repair these so they are less noticeable and don't develop into larger cracks. For larger cracks, you'll have to replace the entire windshield. But check your auto-insurance policy first. If you have glass coverage, the replacement will be free except for a possible deductible.

ILLUSTRATION: SERGE BLOCH

Ratings & Reference 2016-17 Models

Mazda CX-3

Subaru Legacy

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Vehicle Ratings

Maybe you've already narrowed down your new-car shopping list to a few models and want to see how they stack up in different areas. Or perhaps you're diving headfirst into the ocean of choices and want to compare sedans, SUVs, wagons, and more. No matter where you are in the buying process, this section will help you decide.

BMW i3

Standout Models by Category

SEDANS

Subcompacts and Compacts $14,000-$30,000

PROS	CONS
• Easy to park, maneuver • Fuel economy • Practical, particularly hatchback models • Space for four adults • Affordable	• Tend to be noisy • Many have done poorly in IIHS narrow-offset crash test • Typically slow • Ride is usually jittery

SUBCOMPACT CARS
Honda Fit
Toyota Yaris iA
Nissan Versa Note

COMPACT CARS
Best overall
Kia Forte
Mazda3

Fuel-efficient sedans/hatchbacks
Mazda3
Honda Civic
Toyota Corolla
Toyota Prius ›
Toyota Corolla iM
Ford C-Max
Chevrolet Volt ›

For commuting, running errands, and zipping around town, a small car is often the most practical choice. Most compact cars today have the rear seat space once found in a midsized car. Subcompacts usually have room for just two passengers in the back.

This category runs from rudimentary economy models to premium cars. Thrifty models tend to get good fuel economy. But their elevated noise levels can leave your ears ringing even after short drives, and they have limited space for rear passengers and cargo. They usually have small four-cylinder engines, with fuel economy averaging from the high-20s to mid-30s mpg overall. Some models use turbocharging for more power.

Midsized: $22,000-$33,000

PROS	CONS
• Comfortable ride • Low noise • Roomy interior accommodations • Abundant power • Space for five people	• Some have complicated controls • Restricted visibility in some • Limited cargo flexibility

Best overall
Subaru Legacy
Honda Accord
Toyota Camry
Kia Optima

Best fuel economy
Toyota Camry Hybrid
Ford Fusion Hybrid ›
Hyundai Sonata Hybrid
Mazda6
Honda Accord (4-cyl.)

Midsized sedans provide the best balance of performance, fuel economy, comfort, practicality, and affordability. Typically, base models have a four-cylinder engine under-hood, while higher trims come with a stronger engine, either a V6 or turbocharged four.

It's common for a fully-loaded mainstream sedan to approach luxury levels of features, which accounts for the large price spread between base and high-trim versions. While all sedans are capable of seating five passengers, the center rear perch is often no place for an adult to spend much time. Most have rear seatbacks that fold down to expand cargo room, but check in advance to see if the space fits your needs.

Large: $35,000-$40,000

PROS	CONS
• Interior space • Quiet cabin • Composed ride • Large trunk	• Harder to park • So-so fuel economy

Best overall
Chevrolet Impala ›
Toyota Avalon

If you want extra stretch-out room, especially to accommodate rear-seat passengers, a large sedan capably fits the bill.

These cars emphasize comfort rather than sharp handling. Fuel economy is usually so-so, with 22 mpg overall typical for the class.

Large sedans usually come loaded with features. They have plushly appointed cabins and abundant storage space. A cavernous, luggage-swallowing trunk is almost always a given, but many big cars don't offer fold-down rear seatbacks.

LUXURY SEDANS

Compact: $35,000-$45,000
Midsized: $40,000-$60,000
Large: $70,000-$95,000

PROS	CONS
• Comfort • Quietness • Power • Handling • Fit and finish • Advanced safety systems	• Fuel economy • Expensive to maintain when warranty ends • Controls can be complex and distracting • Tight rear seats in some models

COMPACT
Great value
Buick Regal ›

Sporty
BMW 328i
Audi A3

MIDSIZED
Audi A6 (3.0T)
Infiniti Q70 (V6)
Genesis G80 (3.8 AWD)
Cadillac CTS

Great value
Lexus ES 350
Lincoln MKZ 2.0 EcoBoost

Fuel-efficient
BMW 328d xDrive
Lexus ES 300h
Lincoln MKZ Hybrid

LARGE
BMW 750i xDrive
Lexus LS 460L

Luxury-branded cars promise more of everything than mainstream brands do: comfort, quietness, power accessories, safety gear, and panache. All of which comes wrapped in richer, more-supple interior materials.

Engine choices range from small turbo four-cylinders up to, and sometimes beyond, powerful V8s. Smaller versions have impressive fuel economy, but mileage tends to go down as you move up in size. Many require premium fuel to boot. But there are some hybrids, electrics, and diesels on the market.

One common gripe is these models often have a complicated control setup for the infotainment and associated in-car electronics. Those systems can be a chore to learn, a continuing distraction even when mastered, and prone to reliability problems.

SPORTS CARS

$30,000-$50,000+

PROS	CONS
• Fast • Fun • Agile • Stylish	• Impractical • Cramped • Noisy • Expensive to insure

SPORTS CARS
BMW M240i ›
Porsche 911

ROADSTERS
Mazda MX-5 Miata

FUN HATCHBACKS
Volkswagen GTI
Mini Cooper S
Toyota 86
Subaru BRZ

We have yet to come across a definition for "sports car" that everyone can agree on. The classic design is a compact, rear-wheel-drive, open-top roadster or fixed-roof coupe, but some four-door sedans undoubtedly qualify. So do some front- and all-wheel-drive cars, as do big American-style muscle cars. The best of the breed allow enthusiast drivers to demonstrate their driving skill to the utmost. Other contenders merely look the part.

WAGONS & MINIVANS

Minivans: $35,000-$40,000
Wagons: $25,000-$40,000

PROS	CONS
• Seven or eight seats • Abundant luggage or cargo space • Composed ride • Quietness	• Mediocre fuel economy • Few minivans offer all-wheel drive

WAGONS
All-wheel drive
Subaru Outback ›

MINIVANS
Honda Odyssey ›
Toyota Sienna

Minivans get a bad rap. Widely scorned as trite emblems of boring suburbia, minivans are actually a better bet than an SUV on several grounds. With comfortable seating wwfor five, and room for seven or eight in a pinch, minivans are not only great for hauling a passel of kids but also unbeatable at schlepping mountains of cargo.

The better vans are also quiet, comfortable, and reasonably agile. Only one, the Toyota Sienna, currently offers all-wheel drive.

Wagons are a small niche market these days, but they can be an excellent alternative for people who want the handiness of a small-to-medium sized SUV without the high step-up and bulkiness most SUVs bring with them.

SUVs

The SUV is the de facto all-American car, thanks to its versatility, passenger space, available all-wheel drive, and ever-growing list of convenience and safety features.

The best compact and small SUVs do all of this while handling well and returning fairly good, if not stellar, fuel economy. Many are kid-friendly, meaning they are easy to get in or out from and have plenty of storage nooks.

Moving up to a midsized or large SUV brings more room, third-row seats, large cargo areas, and strong engines. But fuel economy suffers and the largest, strongest models can quickly get expensive. If you often carry seven or eight and don't have to tow, a minivan can be a better choice.

Luxury SUVs double-down on the comforts and features to appeal to buyers who want a more posh driving experience. Small models are more AWD wagon than off-road ready truck, and most have snug rear seats and stingy cargo space. Midsized and large SUVs add in more and better creature comforts, and high-tech infotainment and safety gear. Fuel economy isn't often a high point, and the largest models can be a bit ungainly.

Compact/Small: $20,000-$35,000

PROS	CONS
• Versatility • Easy to park • Agility • Fuel economy	• Noisy • Stiff ride • Tight second-row accomodations

SMALL
Subaru Forester ❤
Toyota RAV4
Volkswagen Tiguan
Nissan Rogue
Mazda CX-5 (2.5)
Honda CR-V

Fuel-Efficient
Toyota RAV4 Hybrid
Mazda CX-3
Honda HR-V

Midsized: $30,000-$40,000

PROS	CONS
• Good interior and cargo space • Ample power • Composed ride • Cabin quietness • Third-row seat in some	• High selling price • Mediocre fuel economy • Handling can be clumsy

MIDSIZED
Three row
Toyota Highlander ❯
Kia Sorento
Honda Pilot

If two rows will do
Nissan Murano
Ford Edge

Fuel-Efficient
Toyota Highlander Hybrid

LARGE
Family-Friendly
Chevrolet Traverse
Ford Flex ❯
To tow and haul
Dodge Durango

Large: $40,000-$60,000

Luxury compact: $35,000-$45,000

PROS	CONS
• Plush and quiet • Agile • Quick • Advanced safety features	• Ride • Tight rear seat • Complicated controls • High price

COMPACT
BMW X3
Audi Q3
Audi Q5 2.0T
Acura RDX
Lexus NX ❤

Luxury midsized: $45,000-$55,000
Luxury large: $60,000-$80,000

PROS	CONS
• Plush accommodations • Generous interior space • Cutting-edge technology • Cabin quietness	• So-so fuel economy • Spotty reliability • Costly options packages • Expensive to maintain

MIDSIZED
Three row
Acura MDX
Audi Q7 ❯
Two row
Lexus RX
Lincoln MKX
Mercedes-Benz GLE350
Sporty
Porsche Cayenne

LARGE
Buick Enclave

PICKUP TRUCKS

Modern pickups can be as full-featured and as quiet inside as luxury cars, and the popular full-sized (half-ton) pickups can cost as much as one. Endless permutations of cab, bed, and engine choices make them infinitely adaptable for both work-related and family-car needs.

PROS	CONS
• Unbeatable hauling and towing capacities • Versatility	• Fuel thirsty • Bulky size • Exposed cargo area • High cost

FULL-SIZED PICKUPS
Ford F-150 ❯

Kia Optima

Key to the Ratings

The vehicles are divided by category and ranked according to their overall scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alter-natives to those in a specific category. **Recommended vehicles.** These are vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with ☑, vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in a government or industry safety test. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated. Models with subpar crash-test results are identified by (!).

Guide to the Charts

The Insurance Institute for Highway Safety (IIHS) has strengthened its crash-test requirements by adding a new narrow-offset frontal crash test. This has resulted in some models that performed poorly in the test losing their CR recommendation. Turn to the Safety charts (page 186) for more information.

> **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

> **Overall score** accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests by government and insurance-industry test facilities.

> **Survey results** include **predicted reliability,** our forecast of how well a new car will hold up based on its recent history from our 2015 Annual Auto Survey. The survey includes **owner satisfaction,** which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. A model that is based on limited data for either category is identified with an asterisk (*).

> **Overall MPG** is the overall miles per gallon a vehicle achieved based on results from fuel-economy tests, reflecting a mix of city and highway driving.

> **Road-test score** is based on results from more than 50 tests and evaluations.

> **Highs and lows** give a quick summary of a model's notable strengths and weaknesses.

Why Some Vehicles Are Not in the Ratings

These models have been redesigned or extensively freshened since our last test, and are scheduled to be included in future road tests: Audi A4 and Allroad; Buick LaCrosse; GMC Acadia; Jaguar XF; Kia Cadenza and Sportage; Lincoln MKT; Mazda CX-9; Mercedes-Benz E-Class and SLC; Nissan Armada and Titan xD; and the Porsche 718 Boxster and Panamera. For updates, check a future issue of Consumer Reports Cars or ConsumerReports.org.

Honda Fit

Ford C-Max

Ratings

☑ Recommended

Better ◉ ◓ ○ ◒ ● Worse

	MAKE & MODEL	PRICE		SURVEY RESULTS		TEST RESULTS		HIGHS	LOWS
Recommended		As tested	OVERALL SCORE	Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
ELECTRIC CARS/PLUG-IN HYBRIDS									
☑	**Chevrolet Volt** LT	$35,890	69	○*	◉	70	105 [1]/38 [2]	Can be electric without range anxiety, ride, quietness, controls.	Visibility, tight rear-seat, front-seat comfort, driving position, access.
☑	**Ford C-Max** Energi	$34,940	69	○	◓	77	94 [1]/37 [2]	Fuel economy, ride, handling, quietness, access, maximizes electric mode.	Grabby brakes, battery robs cargo area, expensive to get rear camera.
	BMW i3 Giga	$50,450	64	◒	◓	79	139 [1]	Energy efficiency, acceleration, agility, reduced range anxiety with optional gasoline engine.	Reliability, long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation.
!	**Nissan Leaf** S	$29,860	63	○	◓	71	106 [1]	Running costs, ride, instant power delivery, quietness, access, turning circle.	Poor IIHS small overlap crash-test results, limited range, high-pitched whine, no telescoping wheel, agility.
	Ford Focus Electric	$40,990	54	●	○	72	107 [1]	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.
	Mitsubishi i-MiEV SE	$33,630	45	○*	○*	35	111 [1]	Low energy consumption, parking ease, turning circle.	Short range, weak heat, acceleration, ride, agility, driving position, Spartan interior, complicated radio.
CARS: SUBCOMPACT									
☑	**Honda Fit** EX	$19,025	67	○	◓	67	33	Fuel economy, interior room, versatility, handling, access, standard rear camera.	Ride, noise, confusing uplevel audio system.
☑	**Nissan Versa** Note SV	$17,495	66	◉	◒	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
☑	**Chevrolet Sonic** LT (1.8L)	$17,290	65	○	◒	66	28	Braking, trunk, quick and quiet for class, IIHS crash-test results.	Fuel economy, darty steering, narrow driving position, seat comfort.
☑	**Toyota Yaris** (Scion) iA	$17,570	65	◓*	◓*	60	35	Fuel economy, agility, standard front-collision mitigation, IIHS test results.	Noise levels, infotainment learning curve, tight rear seat, wet braking.
!	**Hyundai Accent** Sport (hatchback, MT)	$16,695	64	◓	◒	68	32	Fuel economy, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise, rear visibility.
	Toyota Prius C Two	$20,850	64	◉	◓	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, reliability.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
!	**Hyundai Accent** SE	$16,050	62	◓	◒	65	31	Fuel economy, transmission, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise.
	Chevrolet Sonic LTZ (hatchback, 1.4T, MT)	$19,870	61	○	◒	60	30	Braking, quick and quiet for class, IIHS crash-test results.	So-so fuel economy, manual gear ratios and shifter, narrow driving position, seat comfort, rear visibility.
	Toyota Yaris LE	$17,290	55	◉*	○*	47	32	Fuel economy, roomy rear seat, turning circle.	Noise, ride, driving position, front-seat comfort, fit and finish, radio controls, rear visibility.
	Kia Rio EX	$17,275	53	◒	●	64	30	Transmission, controls, equipment levels.	Reliability, ride, noise.
	Kia Rio EX (hatchback)	$17,475	51	◒	●	62	29	Transmission, controls, equipment levels.	Reliability, ride, noise, rear visibility, fuel economy for class.
!	**Nissan Versa** SV (sedan)	$15,490	48	○*	●*	56	32	Fuel economy, rear seat, trunk.	Poor IIHS small overlap crash-test results, handling, engine noise, front-seat comfort, fit and finish.
	Chevrolet Spark 1LT	$16,660	48	◒*	○*	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SES (hatchback, MT)	$17,795	44	●	◒	66	32	Handling, ride, noise, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles-per-gallon when running on gas.

! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
CARS: SUBCOMPACT continued									
	Ford Fiesta SE (3-cyl., MT)	$18,720	44	●	◒	66	35	Handling, braking, ride, noise, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE	$16,595	42	●	◒	64	33	Handling, ride, noise, fuel economy, turning circle.	Reliability, acceleration, braking, rear seat, some controls.
	Smart ForTwo Passion	$18,730	41	◒*	○*	41	36	Easy parking, access, turning circle, fuel economy.	Ride, noise, acceleration, requires premium fuel.
	Mitsubishi Mirage ES	$16,050	39	○*	○*	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.
CARS: SMALL 2-DOOR									
☑	**Mini Cooper** (base, AT)	$27,400	64	○	◓	68	31	Handling, fuel economy, thick option list allows personalization.	Rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
☑	**Hyundai Veloster** (base, MT)	$20,340	63	○	◒	67	31	Handling, fuel economy, extra door, turning circle, long warranty.	Ride, noise, lacks low-end torque, rear visibility, rear seat.
	Honda CR-Z EX (MT)	$22,810	58	○*	◓*	54	35	Fuel economy, shifter, turning circle, cargo flexibility.	Only two seats, noise, ride, visibility, access, AC shut-off at stop.
	Volkswagen Beetle 1.8T (AT)	$22,485	47	●	○	59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500C Pop (MT)	$21,000	44	●	○	52	34	Fuel economy, agility, shifter, front access, clever top design.	Reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
!	**Fiat 500** Sport (MT)	$18,600	39	●	○	54	33	Handling, shifter, fuel economy, front access.	Reliability, poor IIHS small overlap crash-test results, acceleration, ride, noise, seats, driving position, controls.
HATCHBACKS/WAGONS: COMPACT									
☑	**Toyota Prius** Three	$27,323	76	◓	⊙	75	52	Fuel economy, hatchback versatility, ride, IIHS crash-test results.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges.
☑	**Toyota Prius V** Three	$28,217	75	⊙	◓	73	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability, IIHS crash-test results.	Acceleration, agility, engine noise, complicated radio.
☑	**Mazda3** i Grand Touring (hatchback, 2.0L, MT)	$24,040	74	◓	◓	73	32	Handling, fuel economy, transmission, high-end options, IIHS test results.	Ride, noise, rear seat, visibility, relatively pricey.
☑	**Kia Soul** Plus	$24,115	72	◓	◓	74	26	Handy size, inexpensive upscale features, access, controls, braking, IIHS test results.	Stiff ride, limited cargo room with rear seat up.
☑	**Ford C-Max** Hybrid SE	$26,685	69	○	◓	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area, expensive to get rear camera.
☑	**Toyota Corolla** (Scion) iM	$19,995	69	⊙*	◓*	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
	Volkswagen Golf SE (1.8T)	$25,315	63	●	⊙	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility, IIHS crash-test results.	Reliability, noisy rear view camera, a bit pricey.
	Mini Clubman Base (1.5T)	$31,550	63	○*	◓*	67	28	Handling, roomier than any other Mini.	Ride, noise, visibility, controls have a learning curve.
!	**Fiat 500L** Easy**	$24,595	31	●	◒	50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.
SEDANS: COMPACT									
☑	**Mazda3 i** Touring (2.0L)	$21,740	74	◓	◓	72	33	Handling, fuel economy, transmission, high-end options, IIHS crash-test results.	Ride, noise, rear seat.
☑	**Honda Civic** LX	$20,275	73	○*	◓*	76	32	Fuel economy, ride, handling, interior storage, IIHS crash-test results.	Awkward access, front seat comfort.
☑	**Honda Civic** EX-T	$23,035	72	○*	◓*	75	31	Fuel economy, ride, handling, interior storage, IIHS crash-test results.	Awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
☑	**Toyota Corolla** LE Plus	$20,652	72	⊙	◓	71	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, reliability, value.	Lackluster handling, inconsistent interior quality, too easy to turn off daytime running lights.
☑	**Kia Forte** LX (1.8L)	$19,570	71	○	○	78	28	Ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
☑	**Volkswagen Jetta** SE (1.4T)	$21,235	71	○	○	79	32	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, visibility, IIHS crash-test results.	Ride, lackluster interior finish.
☑	**Volkswagen Jetta** Hybrid SEL Premium	$31,940	68	○	○	75	37	Fuel economy, quietness, ride, transmission, rear seat, IIHS crash-test results.	Touchy brake pedal, small trunk, can roll back on hills, premium fuel.

Mini Cooper

Mazda3

☑ Recommended

Better ◓ ○ ◒ Worse

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
SEDANS: COMPACT continued									
☑	**Volkswagen Jetta** Sport (1.8T)	$22,610	68	○	○	74	30	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, controls, visibility, IIHS test results.	Ride, lackluster interior finish.
	Chevrolet Cruze LT	$23,145	66	◒*	○*	77	30	Ride, quietness, among roomiest in class.	Front seat support, rear visibility.
	Hyundai Elantra SE	$20,090	66	○*	○*	66	33	Relatively roomy, easy controls, fuel economy.	Engine noise, ride, front-seat comfort.
	Mitsubishi Lancer ES	$17,515	63	○*	○*	62	25	Agility, steering, controls.	Noise, fit and finish, braking, fuel economy.
	Dodge Dart SXT (2.4L)	$22,025	53	●	○	68	27	Handling, braking, easy to use Uconnect screen.	Reliability, engine clatter at idle, seat comfort, fit and finish.
	Ford Focus SE (2.0L)	$20,485	51	●	○	67	29	Agility, ride, quietness.	Reliability, Snug interior, transmission causes low-speed vibration.
	Nissan Sentra SV	$20,570	51	●	●	65	29	Braking, spacious rear seat, access, lots of features for the money, IIHS crash-test results.	Reliability, ride, noise, fit and finish, front-seat comfort.
	Ford Focus SE (1.0T)	$21,455	48	●	○	62	29	Agility, ride, quietness.	Reliability, Snug interior, slow acceleration without any fuel-economy benefit.
CARS: MIDSIZED									
☑	**Toyota Camry** Hybrid XLE	$29,052	84	◉	◓	87	38	Fuel economy, ride, powertrain, interior room, IIHS crash-test results, reliability.	Too easy to turn off the daytime running lights.
☑	**Toyota Camry** XLE (V6)	$32,603	84	◉	◓	86	26	Ride, fuel economy, powertrain, acceleration, interior room, IIHS test results, reliability.	Too easy to turn off the daytime running lights.
☑	**Subaru Legacy** 2.5i Premium	$24,837	83	◓	◉	89	26	Ride, handling, braking, transmission, fuel economy, visibility, controls, standard AWD, IIHS crash-test results.	Hard to read clock and temperature, acceleration, touchy throttle.
☑	**Toyota Camry** LE (4-cyl.)	$24,089	83	◉	◓	84	28	Ride, powertrain, fuel economy, interior room, IIHS test results, reliability.	Too easy to turn off the daytime running lights.
☑	**Honda Accord** LX (4-cyl.)	$23,270	82	◓	◓	85	30	Fuel economy, powertrain, handling, roomy interior, visibility, driving position, controls, IIHS crash-test results.	Complicated optional radio, ride a bit choppy.
☑	**Honda Accord** EX-L (V6)	$30,860	81	◓	◓	84	26	Fuel economy, powertrain, handling, roomy interior, visibility, driving position, IIHS crash-test results.	Complicated optional radio, ride a bit choppy.
☑	**Kia Optima** EX (2.4L)	$25,860	81	○*	◓*	86	28	Roomy interior, seat comfort, controls, braking, fuel economy, lots of equipment for price.	Expensive to get active safety equipment, too easy to turn off DRL, low dash vents.
☑	**Mazda6** Sport	$23,590	77	◓	◓	79	32	Fuel economy, agility, transmission, IIHS crash-test results.	Noise, ride, snug interior, low dash vents, Sport trim lacks power seat.
☑	**Hyundai Sonata** Hybrid SE	$26,950	77	◓*	◓*	80	39	Fuel economy, ride, spacious interior, rear seat, controls, long warranty, IIHS crash-test results.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
☑	**Ford Fusion** SE (1.5T)	$27,720	77	○	◓	81	24	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
☑	**Hyundai Sonata** SE (2.4L)	$23,315	76	◓	◓	78	28	Spacious rear seat, ride, transmission, controls, fuel economy, long warranty, IIHS crash-test results.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
☑	**Ford Fusion** SE Hybrid	$28,290	76	○	◓	80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, slightly snug cabin, small trunk opening.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles-per-gallon when running on gas.

! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

Toyota Avalon

BMW 750i

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
CARS: MIDSIZED continued									
☑	**Volkswagen Passat** SE (1.8T)	$27,485	**76**	○	◓	82	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, IIHS crash-test results.	Transmission refinement at low speeds.
☑	**Chevrolet Malibu** 1LT (1.5T)	$26,790	**75**	○*	◓*	80	29	Ride, quietness, controls, fuel economy.	Raspy 1.5-liter turbo, front seat comfort, so-so visibility.
☑	**Ford Fusion** Titanium (2.0T)	$33,180	**75**	○	◓	78	22	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
☑	**Volkswagen Passat** SEL Premium (V6)	$33,720	**74**	○	◓	79	23	Ride, handling, acceleration, interior room, rear seat, access, IIHS test results.	Fuel economy, premium fuel, slow touch-screen controls.
	Nissan Altima 3.5 SL	$31,610	**64**	◒	◒	80	24	Acceleration, rear seat, controls, IIHS crash-test results.	Reliability, agility, ride.
	Nissan Altima 2.5 SV	$26,890	**59**	◒	◒	71	29	Rear seat, controls, fuel economy, IIHS crash-test results.	Reliability, unsettled ride, overly light steering.
	Chrysler 200 C (V6)	$33,620	**53**	●	◓	66	25	Powerful V6, controls, IIHS crash-test results.	Reliability, agility, access, rear-seat head room, visibility.
	Chrysler 200 Limited (4-cyl.)	$25,790	**51**	●	◓	63	30	Fuel economy, controls, IIHS crash-test results.	Reliability, transmission, ride, touchy brakes, agility, access, rear-seat head room, visibility.
CARS: LARGE									
☑	**Chevrolet Impala** 2LTZ (3.6)	$39,110	**81**	○	◓	91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
☑	**Toyota Avalon** Limited (V6)	$42,010	**79**	◓	◓	80	24	Ride, quietness, acceleration, fuel economy, rear seat	Agility, too easy to turn daytime running lights off
	Chevrolet SS	$47,170	**76**	◒*	●*	87	17	Acceleration, handling, braking, exhaust note, interior room, controls, feature content.	Fuel-thirsty, no exterior trunk release, summer tires are unusable in snow.
	Nissan Maxima Platinum	$41,995	**73**	○*	◓*	81	25	Acceleration, fuel economy, controls, fit and finish, IIHS crash-test results.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
	Ford Taurus Limited (3.5, V6)	$37,885	**69**	○	○	72	21	Quietness, trunk space.	Visibility, driving position.
	Dodge Charger R/T Plus (V8)	$40,375	**62**	●	◓	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	$34,510	**61**	●	◓	82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.
	Chrysler 300 C (V8)	$45,650	**60**	●	◓	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Chrysler 300 Limited (V6)	$38,335	**60**	●	◓	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability, headlights.
CARS: LUXURY ENTRY-LEVEL									
☑	**Volkswagen CC** Sport (2.0T)	$32,800	**74**	◓	○	78	26	Agility, ride, fit and finish.	Visibility, access, tight rear seat.
☑	**Audi A3** Premium	$31,495	**73**	○	●	77	27	Handling, feels solid, braking, IIHS crash-test results.	Rear seat, some controls, pricey for size, tepid power off the line, headlights.
☑	**Buick Verano** Leather (2.4)	$27,750	**71**	○	○	73	24	Quietness, transmission, braking.	Front-seat comfort, tight rear-seat, narrow driving position.
☑	**Lexus CT** 200h Premium	$32,012	**70**	●	○	65	40	Fuel economy, secure handling, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space.
☑	**Volkswagen Jetta** GLI SE (MT)	$27,740	**68**	○	○	74	27	Handling, powertrain, rear seat, large trunk, IIHS crash-test results.	Long clutch travel.
	Acura ILX Premium	$30,820	**57**	◒*	○	61	28	Fuel economy.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
	Mercedes-Benz CLA250	$36,500	**53**	●	◒	64	28	Braking, fuel economy, fit and finish.	Reliability, ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening.

☑ Recommended

Better ◓ ○ ◒ Worse

Recommended	MAKE & MODEL	PRICE		SURVEY RESULTS		TEST RESULTS		HIGHS	LOWS
		As tested	OVERALL SCORE	Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
CARS: LUXURY COMPACT									
☑	**Buick Regal** Premium I	$34,485	**78**	◓	◓	83	24	Acceleration, ride, handling, braking, controls.	Rear seat, rear visibility.
☑	**BMW 328d** xDrive	$50,475	**77**	○	◓	86	35	Handling, ride, fuel economy, transmission, front seats, fit and finish, visibility.	Tight rear seat, some controls, diesel-engine noise, pricey options.
☑	**Volvo S60** T5 Drive-E	$39,925	**77**	◓	○	80	25	Transmission, braking, fuel economy, front-seat comfort, IIHS test results.	Ride, rear seat, rear visibility.
☑	**BMW 328i****	$43,195	**75**	○	◓	84	28	Fuel economy, handling, ride, acceleration, transmission, fit and finish, front seats.	Engine clatter, some controls, tight rear seat, pricey options.
	Mercedes-Benz C300 (4MATIC)	$47,560	**65**	●	◓	85	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish.	Reliability, controls, price.
	Lexus IS300 (AWD)	$48,149	**63**	◉	○	56	21	Powertrain refinement, reliability.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Cadillac ATS Luxury (turbo)	$43,295	**57**	●	◒	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, CUE, tight interior, small trunk, turbo lacks refinement, access.
	Infiniti Q50 Premium (AWD)**	$44,855	**57**	●	◒	75	21	Acceleration, braking, visibility, relatively roomy cabin.	Reliability, ride, road noise, fuel economy, some controls, restrictive options packages, small trunk.
	Acura TLX 2.4L	$35,920	**57**	●	◓	79	27	Powertrain, fuel economy, braking.	Reliability, annoying audio controls, lacks panache.
	Acura TLX SH-AWD	$42,345	**55**	●	◓	75	25	Acceleration, fuel economy, braking.	Reliability, transmission and shifter, annoying audio controls, lacks panache.
CARS: LUXURY MIDSIZED									
☑	**Audi A6** 3.0 Premium Plus Quattro	$56,295	**84**	◓	◉	90	22	Powertrain, handling, ride, quietness, fuel economy, front-seat comfort, fit and finish, high-tech features.	Controls, turning circle.
☑	**Infiniti Q70** (V6)	$53,825	**82**	○	◓	90	21	Acceleration, transmission, agility, braking, fit and finish, IIHS crash-test results.	Busy dashboard, overbearing electronic safety aids.
☑	**Lexus GS** 350**	$58,858	**82**	◉	◓	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability.	Fussy controls.
☑	**Lexus ES** 350	$43,702	**79**	◉	◉	78	25	Acceleration, fuel economy, drivetrain, quietness, front-seat comfort, reliability, IIHS crash-test results.	Lackluster handling, controls.
☑	**Lexus ES** 300h	$44,017	**79**	◉	◉	77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, IIHS crash-test results.	Lackluster handling, controls, touchy brake pedal.
☑	**Infiniti Q70** Hybrid	$58,655	**78**	○	◓	83	25	Fuel economy, acceleration, fit and finish, IIHS crash-test results.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
☑	**Genesis G80** 3.8 (AWD)	$52,450	**78**	○	◉	89	20	Ride, braking, quietness, slick powertrain, plush interior, long warranty, IIHS crash-test results.	Overzealous lane-keeping assist.
☑	**Lincoln MKZ** 2.0 EcoBoost**	$41,365	**75**	○	◓	84	23	Handling, ride, quietness.	Visibility, snug interior, hidden exterior trunk release.
☑	**Lincoln MKZ** Hybrid	$41,915	**75**	○	◓	83	34	Handling, ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
☑	**Cadillac CTS** Luxury (V6, AWD)	$58,780	**70**	○	◓	81	21	Agility, fun to drive, front seats, plush interior, braking.	Complicated CUE controls, rear seat, trunk.
	BMW 535i	$58,375	**66**	◒	◓	81	23	Powertrain, acceleration, ride, quietness, fit and finish, front seat.	Reliability, disappointing handling, controls.
	Cadillac XTS Premium	$57,200	**62**	◒	○	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Reliability, frustrating CUE control interface, ride not plush enough, visibility, small trunk opening.
	Acura RLX Tech	$55,345	**59**	●	○	75	23	Spacious and plush interior, seat comfort, braking, IIHS crash-test results.	Reliability, ride, agility, complicated controls, suspension noise.
CARS: ULTRA LUXURY									
☑	**BMW 750i** xDrive	$110,645	**87**	○*	◓*	99	21	Ride, quietness, seat comfort, room, fit and finish, lots of high-tech features, fuel economy.	Narrow trunk, steep learning curve for controls.
☑	**Lexus LS** 460L	$82,504	**86**	◉	◉	89	21	Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort, reliability.	Agility, fussy controls.
☑	**Audi A8** L**	$91,275	**86**	◓*	◓	91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls, small trunk.

* Based on limited data.**Powertrain has changed since last test.

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
CARS: ULTRA LUXURY continued									
	Tesla Model S P85D**	$127,820	77	◒	●	100	87 [1]	Energy efficiency, acceleration, handling, easy-to-use touchscreen, luggage capacity, optional third-seat.	Reliability, limited range, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
	Mercedes-Benz S550 (4MATIC)	$114,475	73	●	●	96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, active safety technologies.	Reliability, complicated and distracting controls, price.
	Jaguar XJL Portfolio**	$81,575	70	◒*	●*	82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility.
	Maserati Ghibli S Q4	$89,010	59	◒*	◒*	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, wind noise, rear seat, access, touchy brake pedal, fussy shifter.
SPORTS/SPORTY CARS OVER $40,000 Equipped with manual transmission									
☑	**BMW M235i****	$50,400	94	●	●	98	25	Acceleration, handling, braking, front-seat comfort, quietness, IIHS crash-test results, reliability.	Rear seat room, some controls.
☑	**Porsche 911** Carrera S	$110,630	87	◓	●	95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
☑	**Audi TT** Coupe 2.0T (AT)	$50,600	81	◓*	●*	84	26	Agility, braking, front seat comfort, fit and finish, fuel economy, hatchback versatility.	Controls' learning curve, ride, access, tiny rear seat.
	Chevrolet Camaro 2SS (V8)	$47,020	73	◒*	◓*	85	20	Acceleration, handling, braking, styling.	Visibility, tight interior, low dash vents.
	BMW Z4 sDrive28i	$55,225	70	○*	◓*	74	28	Acceleration, fuel economy, braking.	Steering feel, ride, noise, tight quarters, access.
	Ford Mustang GT Premium (V8)	$43,295	64	●	●	84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.
	Chevrolet Corvette Stingray 3LT	$73,260	64	●	●	92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Reliability, ride, noise, access, visibility, shifter.
	Dodge Challenger R/T Plus (V8)	$40,860	54	●	●	70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.
SPORTS/SPORTY CARS UNDER $40,000 Equipped with manual transmission									
☑	**Mazda MX-5** Miata Club	$29,905	79	◓*	●	80	34	Agility, shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, access.
☑	**Volkswagen GTI** Autobahn	$31,730	75	○	●	82	29	Agility, fuel economy, seat comfort, quiet cabin, hatchback versatility, IIHS crash-test results.	Limited rear-view camera availability, gets pricey.
☑	**Toyota 86** (Scion FR-S)	$25,025	74	○	○	78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, radio controls, vestigial rear seating.
☑	**Subaru BRZ** Premium	$27,117	74	○	○	79	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, radio controls, vestigial rear seating.
☑	**Nissan 370Z** Touring (coupe)	$38,565	73	○*	◓*	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
☑	**Mini Cooper** S	$29,945	72	○	◓	81	30	Handling, fuel economy, manual shifter, thick option list allows personalization.	Rear seat, some controls, expensive rear camera, gets pricey.
☑	**Subaru WRX** Premium	$29,742	70	○	●	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility, IIHS crash-test results.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Ford Mustang Premium (4-cyl., AT)	$33,080	59	●	●	76	25	Handling, braking, fuel economy, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Ford Focus ST	$28,270	55	●	○	74	26	Handling, fun to drive, acceleration, braking, relatively civilized as a daily driver.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.
	Fiat 500 Abarth	$26,050	52	●	○	66	28	Invigorating exhaust note, agility, braking, fuel economy.	Reliability, noise, ride, steering feel, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
	Ford Fiesta ST	$24,985	50	●	◒	74	29	Handling agility, effortless power delivery, sound, braking, fuel economy, fun-to-drive.	Reliability, ride, snug optional Recaro seats.
WAGONS (ALL-WHEEL DRIVE)									
☑	**Subaru Outback** 3.6R Limited	$36,835	81	◓	●	85	22	Ride, fuel economy, visibility, controls, access, practicality, standard AWD, IIHS crash-test results.	Hard-to-read clock and temperature.
☑	**Subaru Outback** 2.5 Premium	$28,852	80	◓	●	82	24	Ride, fuel economy, visibility, controls, access, practicality, standard AWD, IIHS crash-test results.	Hard-to-read clock and temperature, acceleration, touchy throttle.
	Volvo V60 Cross Country	$46,475	60	◒	◓	73	21	Transmission, braking, plush cabin, front-seat comfort, safety features, IIHS crash-test results.	Ride, rear visibility, tight rear seat and cargo area, headlights, no standard rear camera, value.

☑ Recommended Better ◓ ○ ◒ ● Worse

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
MINIVANS									
☑	**Toyota Sienna** XLE (FWD)	$35,810	**80**	◓	◓	80	20	Ride, transmission, interior space and flexibility, rear seat, fuel economy.	Agility, road noise, fit and finish.
☑	**Honda Odyssey** EX-L	$38,055	**78**	○	◓	84	21	Ride, powertrain, fuel economy, spacious and flexible interior, comfortable seats, IIHS crash-test results.	Confusing uplevel radio, fit and finish.
☑	**Toyota Sienna** XLE (AWD)	$38,201	**78**	◓	◓	78	19	Ride, transmission, interior space and flexibility, rear seat, AWD.	Agility, road noise, fit and finish.
	Kia Sedona EX	$34,795	**69**	○*	◓	70	20	Powertrain, second-row comfort, fit and finish, IIHS crash-test results.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	Ford Transit Connect XLT (2.5L)	$28,015	**69**	○*	◒	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
!	**Nissan Quest** SL	$39,040	**65**	○*	◒	79	19	Ride, quietness, powertrain, plush interior, fold-flat seats.	Poor IIHS small overlap crash-test results, agility.
!	**Dodge Grand Caravan** R/T	$37,295	**62**	○	◒	72	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls.
SUVs: SUBCOMPACTS									
☑	**Subaru Crosstrek** Premium	$24,215	**76**	◉	◓	74	26	Fuel economy, controls, rear seat, visibility, IIHS crash-test results, reliability.	Noise, ride, unrefined CVT.
☑	**Subaru Crosstrek** Hybrid	$27,132	**75**	◉	◓	74	28	Visibility, fuel economy, reduced engine noise, better ride and handling than regular Crosstrek, IIHS test results, reliability.	Modest fuel-economy gain for a hybrid.
☑	**Mazda CX-3** Touring	$25,800	**67**	◓*	◓*	64	28	Handling, fuel economy, upscale features.	Noise, infotainment learning curve, tight rear seat and cargo room, visibility.
☑	**Honda HR-V** LX	$22,045	**66**	○*	◓*	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
	Chevrolet Trax LT	$25,560	**53**	◒*	○*	55	25	Fuel economy, easy to park, decent room within a small footprint, crash-test results.	Acceleration, ride, engine noise, rear visibility, front seats, touch-screen radio.
	Jeep Renegade Latitude	$27,525	**46**	●*	○*	56	24	Styling, upscale features.	Transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration, gets pricey.
	Fiat 500X Easy	$26,600	**39**	●*	○*	50	23	Maneuverability, upscale features, IIHS crash-test results.	Ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
SUVs: COMPACT									
☑	**Subaru Forester** 2.5i Premium	$27,145	**83**	◓	◉	85	26	Fuel economy, visibility, braking, roomy interior, access, controls, IIHS crash-test results.	Noise, touchy throttle.
☑	**Toyota RAV4** XLE	$29,014	**76**	◉	○	75	24	Fuel economy, transmission, access, roominess, reliability, IIHS crash-test results.	Driver's seat lumbar support, too easy to turn off daytime running lights.
☑	**Toyota RAV4** Hybrid XLE	$29,753	**76**	◉	◓*	74	31	Fuel economy, transmission, access, roominess, reliability, IIHS crash-test results.	Driver's seat lumbar support, too easy to turn off daytime running lights.
☑	**Hyundai Tucson** Sport (1.6T)	$28,670	**75**	○*	◓*	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty, IIHS crash test results.	Vibration and low speeds, rear visibility, expensive with options.
☑	**Mazda CX-5** Touring (2.5L)	$28,090	**74**	◓	◓	74	25	Fuel economy, agility, rear-seat, blind-spot detection, IIHS crash-test results.	Ride, noise, low dash vents.
☑	**Hyundai Tucson** SE (2.0L)	$25,920	**73**	○*	◓*	76	24	Room, ride, agility, braking, upscale features, long warranty, IIHS crash-test results.	Acceleration, engine noise, rear visibility, expensive with options.
☑	**Nissan Rogue** SV	$29,920	**71**	○	○	74	24	Ride, access, spacious interior, fuel economy, optional surround-view camera, available third-row seat, IIHS crash-test results.	Engine noise, cloth front-seat lacks support, gets pricey.
☑	**Volkswagen Tiguan** SEL	$37,020	**69**	○	○	74	21	Agility, transmission, access, fit and finish, rear seat.	Ride, noise, touch-screen controls.
☑	**Honda CR-V** EX	$27,500	**69**	○	◓	73	24	Rear seat, roomy and functional, fuel economy, active safety features on higher trims, IIHS crash-test results.	Ride, noise, unintuitive infotainment system.
	Ford Escape Titanium (2.0T)	$36,600	**68**	◒	○	79	22	Agility, ride, quietness, solid feel, access.	Reliability, narrow driving position, some controls.

[1] Miles-per-gallon equivalent (MPGe).

! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

Audi Q3

Kia Sorento

	MAKE & MODEL	PRICE		SURVEY RESULTS		TEST RESULTS		HIGHS	LOWS
Recommended		As tested	OVERALL SCORE	Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
SUVs: COMPACT continued									
	Ford Escape SE (1.6T)**	$28,040	**65**	◒	○	75	22	Agility, ride, quietness, solid feel, access.	Reliability, narrow driving position, some controls.
	Mitsubishi Outlander SEL (4-cyl.)	$28,405	**61**	○*	●	59	24	Standard third-row seat, access, visibility, IIHS crash-test results.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Jeep Cherokee Limited (V6)	$37,525	**47**	●	○	71	21	Quietness, access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, confusing pricing structure.
	Jeep Compass Latitude**	$26,190	**43**	●*	●	52	22	Simple controls.	Engine noise, acceleration, braking, driving position, front-seat comfort, rear visibility, cornering limits.
!	**Jeep Patriot** Latitude**	$25,790	**40**	◒	●	56	21	Compliant ride.	Poor IIHS small overlap crash-test results, engine noise, acceleration, driving position, front-seat comfort, complicated optional radio controls.
	Jeep Cherokee Latitude (4-cyl.)	$27,490	**40**	●	○	58	22	Access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
SUVs: MIDSIZED									
☑	**Kia Sorento** EX (V6)	$37,915	**84**	⊙	⊙	84	21	Ride, quietness, smooth V6, fuel economy, 3-row seating, easy to maneuver yet roomy, IIHS crash-test results, reliability.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
☑	**Toyota Highlander** Hybrid Limited	$50,875	**83**	⊙	⊙	85	25	Fuel economy, powertrain, quietness, roomy and versatile interior, access, easy-to-use infotainment system, IIHS crash-test results, reliability.	Low rear seat, too easy to turn off daytime running lights.
☑	**Toyota Highlander** XLE (V6)	$38,941	**82**	⊙	⊙	84	20	Powertrain, fuel economy, roomy and versatile interior, access, easy-to-use infotainment system, IIHS crash-test results, reliability.	Low rear-seat, too easy to turn off daytime running lights.
☑	**Nissan Murano** SL	$42,065	**78**	⊙	⊙	77	21	Fuel economy, plush interior, access, infotainment system, readily available advanced safety features , reliability.	Visibility, overly light steering, agility, towing capacity.
☑	**Ford Edge** SEL (2.0 EcoBoost)	$39,755	**76**	○*	◓	84	21	Ride, quietness, handling, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
☑	**Honda Pilot** EX-L	$39,585	**76**	○*	◓*	80	20	Roomy interior, visibility, access, smooth powertrain, fuel economy, crash-test results, available safety gear.	Clumsy handling, touch-screen radio, blind-spot monitor only on Elite trim, annoying 9-speed automatic with push button shifter on high-end versions.
	Chevrolet Equinox LTZ (V6)	$36,925	**71**	◓	○	69	18	Acceleration, ride, roomy rear seat, access, IIHS crash-test results.	Visibility, sluggish feel.
	GMC Terrain SLT2 (V6)	$36,675	**71**	◓	○	69	18	Acceleration, ride, roomy rear seat, access, IIHS crash-test results.	Visibility, sluggish feel.
	Chevrolet Equinox 1LT (4-cyl.)	$26,350	**71**	◓	○	68	21	Rear seat, ride, handling, fuel economy, IIHS crash-test results.	Acceleration, transmission, visibility, turning circle.

☑ Recommended

Better ◓ ○ ◒ Worse

Recommended	MAKE & MODEL	PRICE		SURVEY RESULTS		TEST RESULTS		HIGHS	LOWS
		As tested	OVERALL SCORE	Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
SUVs: MIDSIZED continued									
	GMC Terrain SLE1 (4-cyl.)	$26,745	71	◓	○	68	21	Rear seat, ride, handling, fuel economy, IIHS crash-test results.	Acceleration, transmission, visibility, turning circle.
	Hyundai Santa Fe Sport (4-cyl.)	$28,370	70	◓	◓	73	23	Roomy interior, fuel economy, transmission, controls, feature content, warranty.	Rear three-quarters visibility.
	Hyundai Santa Fe SE (V6)	$36,290	68	◒	◓	81	20	Powertrain, fuel economy, roomy and versatile cabin, access, controls, long warranty.	Reliability, tight third-row with difficult access.
	Ford Explorer XLT (V6)	$39,275	64	○	○	67	18	Interior room and flexibility, usable third-row, cabin storage.	Agility, driving position, some controls, unrefined transmission.
	Toyota 4Runner SR5 (V6)	$37,425	61	●	◓	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	Nissan Pathfinder SL	$40,470	53	●	◒	72	18	Roominess, controls, access, IIHS crash-test results.	Reliability, handling, rear visibility, second-row thigh support.
!	**Dodge Journey** Limited (V6)	$36,975	45	●	◒	64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	Jeep Wrangler Unlimited Sahara	$36,340	26	◒	◓	20	17	Powertrain, off-road capability.	Ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.
SUVs: LARGE									
☑	**Dodge Durango** Limited (V6)	$43,525	76	○	●	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Rear visibility, maneuverability.
☑	**Chevrolet Traverse** LT	$39,920	74	◓	○	77	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat, blind-spot mirrors.	Rear visibility, fuel economy, wet braking.
☑	**Ford Flex** SEL	$42,155	71	○	◓	73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility.
	Ford Expedition EL Limited	$63,080	67	●	●	61	14	Huge interior, plenty of power, comfortable third-row seat, towing capacity, reliability.	Fuel economy, noise, clumsy handling, cheap cabin finish, lacks advanced safety gear, feels outdated.
	Toyota Sequoia Limited (5.7)	$54,005	66	●	◓	60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window, reliability.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
	Chevrolet Suburban LTZ	$69,790	54	●	●	74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, step-in height, long length to park, feels underpowered, price.
	Chevrolet Tahoe LT	$60,100	52	●	◓	67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon SLT	$62,125	52	●	◓	67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon XL SLT	$67,370	50	●	●	67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, long length to park, feels underpowered, price.
SUVs: LUXURY ENTRY-LEVEL									
☑	**Audi Q3** Premium Plus	$40,125	80	●	◓	77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
	Buick Encore Leather	$30,555	73	●	○	69	23	Ride, quietness, braking, maneuverability, fuel economy, IIHS crash-test results, reliability.	Acceleration, driving position, narrow cabin, rear visibility, value.
	BMW X1 xDrive28i	$44,745	69	○*	◓*	74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride, no blind spot monitoring.
	Mini Cooper Countryman S	$32,500	67	○	○	68	26	Handling, transmission, acceleration, fuel economy, IIHS crash-test results.	Ride, noise, controls, cargo space, premium fuel, flimsy interior details, pricey.
	Mercedes-Benz GLA250	$42,210	61	◒*	○	70	26	Acceleration, braking, fuel economy, fit and finish.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.
SUVs: LUXURY COMPACT									
☑	**Lexus NX** 200t	$43,284	77	●	◓	74	24	Fuel economy, handling, maneuverability, IIHS crash-test results, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
☑	**BMW X3** xDrive28i (2.0T)	$44,595	76	○	◓	82	23	Agility, powertrain, braking, fuel economy, fit and finish.	Controls, low rear seat.

! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
SUVs: LUXURY COMPACT continued									
☑	**Audi Q5** Premium Plus (2.0T)	$43,675	75	◓	◓	78	21	Handling, transmission, braking, fit and finish, IIHS crash-test results.	Controls.
☑	**Lexus NX** 300h	$51,224	75	⊙	◓	71	29	Fuel economy, handling, maneuverability, IIHS crash-test results, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
☑	**Acura RDX**	$38,990	72	◓	○	75	22	Acceleration, access, front-seat comfort.	Ride, at-the-limit handling, rear visibility, lacking some luxury features.
	Porsche Macan S	$63,290	70	◒	⊙	85	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Reliability, rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons, price.
	Mercedes-Benz GLC300	$49,105	69	◒*	◓*	81	22	Ride, agility, fuel economy, fit and finish, front seat comfort, standard frontal collision avoidance	Controls, engine noise.
	Volvo XC60 T6**	$42,245	67	○	○	71	17	Transmission, fit and finish, advanced safety features, IIHS crash-test results.	Ride, fuel economy, rear visibility.
	Lincoln MKC Reserve	$46,485	55	●	◓	72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Land Rover Discovery Sport HSE	$49,895	47	●*	◓*	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility, price.
SUVs: LUXURY MIDSIZED									
☑	**Lexus RX** 450h	$57,565	81	⊙*	⊙*	80	29	Quietness, ride, fuel economy, fit and finish, IIHS crash-test results.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
☑	**Lincoln MKX** (2.7 EcoBoost)	$54,945	79	○*	◓*	87	18	Ride, handling, quietness, acceleration, fit and finish.	Fuel economy, shifter, small fonts in instrument cluster.
☑	**Acura MDX** Tech	$51,410	79	◓	⊙	79	21	Fuel economy, fit and finish, third-row access mechanism, rear seat, standard electronic safety features, headlights, IIHS crash-test results.	Controls, transmission and shifter, agility, suspension noise, rear visibility.
☑	**Lexus RX** 350	$51,630	78	⊙*	⊙*	77	22	Quietness, ride, fuel economy, fit and finish, IIHS crash-test results.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
☑	**Porsche Cayenne** (V6)	$63,805	75	◓	⊙	78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Controls, slow start-stop feature, low-speed ride, pricey options.
☑	**Mercedes-Benz GLE350** (ML)	$56,960	75	○	◓	75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, IIHS crash-test results.	Some controls, backup camera only works with radio on.
☑	**Lexus GX** 460	$58,428	74	⊙	◓	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Agility, tight third-row seat, side-hinged tailgate.
	BMW X5 xDrive35i	$70,050	73	◒	⊙	84	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Reliability, some controls.
	Volvo XC90 T6 Momentum	$56,805	71	◒*	◓*	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, IIHS crash-test results.	Stiff ride, unintuitive controls, fuel economy.
	Jeep Grand Cherokee Limited (diesel)	$49,780	61	●	◓	84	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Reliability.
	Infiniti QX70**	$51,635	61	◒*	○*	72	18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area.
	Jeep Grand Cherokee Limited (V6)	$41,375	59	●	◓	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Reliability.
	Infiniti QX60 (3.5L)	$51,920	58	●	◒	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera, IIHS crash-test results.	Reliability, agility, rear visibility.
	Land Rover Range Rover Sport HSE (3.0L)	$74,040	57	●*	⊙	74	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability.	Stiff ride, poor snow traction, controls, fussy shifter.
SUVs: LUXURY LARGE									
☑	**Audi Q7** Premium Plus	$68,695	87	○*	◓*	96	20	Powertrain, quietness, handling, braking, high-tech infotainment, luxury interior, towing capacity, standard forward collision avoidance feature.	Controls have a steep learning curve, rear visibility, shifter.
☑	**Buick Enclave** CXL	$43,260	76	◓	◓	77	15	Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat.	Fuel economy, rear visibility.

Lincoln MKX

Ford F-15O

☑ Recommended

Better ◀ ● ◓ ○ ◒ ● ▶ Worse

Recommended	MAKE & MODEL	PRICE As tested	OVERALL SCORE	SURVEY RESULTS Predicted Reliability	SURVEY RESULTS Owner Satisfaction	TEST RESULTS Road Test Score	TEST RESULTS Overall MPG	HIGHS	LOWS
SUVs: LUXURY LARGE continued									
☑	**Toyota Land Cruiser****	$84,820	**75**	●*	●*	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front- and second-row seats, off-road, towing capacity.	Fuel economy, agility, tight third-row seat.
	Lincoln Navigator Base	$68,895	**69**	○*	◓*	72	15	Ride, effortless power, spacious interior and third row, towing capacity.	Wind noise, interior fit and finish, agility.
	Mercedes-Benz GLS350d**	$73,020	**61**	●	◓	82	20	Fuel economy, quietness, ride, plush interior, front-seat comfort, roomy rear and third-row seats, towing capacity.	Reliability, clumsy emergency handling, some controls, backup camera only works with radio on.
	Land Rover Range Rover (base, 3.0L)	$88,545	**60**	●*	●*	80	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities.	Agility, controls.
	Infiniti QX80	$63,395	**58**	◒*	◓	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Handling, access.
	Cadillac Escalade Premium	$87,360	**44**	●	●	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, unintuitive CUE infotainment system, tiny third-row seat.
PICKUP TRUCKS									
☑	**Ford F-150** XLT (3.5 V6 EcoBoost)	$46,755	**77**	◓	●	80	16	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Jittery ride, lackluster handling, braking.
☑	**Ford F-150** XLT (2.7 V6 EcoBoost)	$45,750	**76**	◓	●	78	17	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Jittery ride, lackluster handling, braking.
	Toyota Tundra SR5 (5.7L V8)	$38,715	**69**	●	◓	63	15	Powertrain, towing, low-effort tailgate, reliability.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
	Ram 1500 Big Horn (V6, diesel)	$49,155	**63**	◒	◓	82	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect system.	Reliability, access, heavy tailgate, diesel gets expensive.
	Ram 1500 Big Horn (5.7L V8)	$42,810	**63**	◒	◓	81	15	Powertrain, ride, quietness, cabin space, Uconnect touchscreen.	Reliability, access, heavy rear tailgate.
	Chevrolet Silverado 1500 LT (5.3L V8)	$42,070	**61**	●	◓	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	$43,200	**61**	●	◓	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	Toyota Tacoma SR5 (V6)	$34,364	**54**	◓	◓	46	19	Fuel economy, resale value, reliability, off-road capability.	Ride, handling, braking, noise, driving position, seat comfort.
	Chevrolet Colorado LT (V6)	$34,300	**51**	●	◓	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (V6)	$35,835	**51**	●	◓	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.

* Based on limited data.**Powertrain has changed since last test.

Profiles
A User's Guide

On the following pages, you'll find reviews, key Ratings, and information for the 252 cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this book, covering all 2016 and early 2017 models. Each profile includes a review by Consumer Reports' auto experts; model overview information including base price, body styles, engines, transmissions, and key dimensions and measurements; reliability history; and a Report Card detailing an overall score and road test score, along with Ratings for predicted reliability, owner satisfaction, and availability of crash-prevention features. Use these profiles, along with the Ratings (starting on page 36) and our data charts (starting on page 180), to narrow down your choices.

RECOMMENDED VEHICLES 1

MODELS THAT MEET STRINGENT CRITERIA

These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards.

Recommended

To earn our Recommendation (right), vehicles must perform well in our testing; have average or better reliability; and perform adequately, if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

OVERALL SCORE 2

SCORES IN KEY CATEGORIES

KEY FOR REPORT CARD

Better ● ◒ ○ ◒ ● Worse

The **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. A range of scores indicates that we have tested several vehicles. If we have not tested a vehicle it will have an NA for overall score.

Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's 2015 Annual Auto Survey, which garnered responses on about 740,000 vehicles. Detailed Ratings are provided in the Reliability History charts explained on the opposite page (see No. 5).

Owner satisfaction comes from our annual survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

Road test score is the final tally from our test findings, based on more than 50 tests. Some tests, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests. Other tests that evaluate seat comfort, ride quality, and ease of use of controls, are subjective and graded by our experts.

Crash prevention identifies whether a vehicle has a frontal-crash prevention system. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from ○ to ● based on their ability to warn drivers or brake autonomously to avoid a crash.

An asterisk (*) means information is based on limited data.

MODEL-LINE INFORMATION 3

PRICE, BODY STYLES, TRIM LINES, AND DRIVETRAINS

Base price is the range of base prices for all versions of the model. The base price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated.

Models often come in various **body styles** (sedan, wagon, etc.) and **trim lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations.

Drive wheels tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). It also shows the type of 4WD system. **Seating** is the maximum number of passengers who can be accommodated in the front, rear, and third-row (if any) seats. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and transmissions show the choices of drivetrain components.

FACTS & FIGURES 4

Exterior dimensions are the basic measurements for the vehicles. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers.

Max load includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume with rear seats folded down or removed. CR measures this using an expandable pipe-frame box that's adjusted to fit the cargo area. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our test vehicle can pull on a trailer or a typical weight.

Fuel gives the recommended types (regular, premium, or diesel) for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA MPG** is the combined city and highway mileage figures issued by the Environmental Protection Agency for a typical engine if we have not tested that model.

RELIABILITY HISTORY 5

These charts are based on about 740,000 responses to our 2015 Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below.

The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2015 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles.

HOW TO READ THE CHARTS

To check on the reliability history of a particular year's model, start with the **Used Car Verdict.** This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2016 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's Used Car Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2016. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2015 or 2014, or if there were insufficient data for more years. Sometimes we include a prediction for a model that is new or has been redesigned, provided its reliability history and the manufacturer's track record have remained consistently above average.

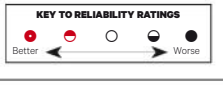
To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots.** The chart at the left shows the average problem rates for all models in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a ● are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ◉ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ● or a ◒ unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a ◓ or a ◉ respectively. In the charts, a model year in red identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (*).

Average Problem Rates

TROUBLE SPOTS	13	14	15
Engine Major	<1	<1	<1
Engine Minor	1	<1	<1
Engine Cooling	<1	<1	<1
Transmission Major	<1	<1	<1
Transmission Minor	1	1	<1
Drive System	1	1	<1
Fuel system	1	1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	1
Noises/Leaks	2	2	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-car Electronics	3	2	2
USED CAR VERDICTS			
NEW CAR PREDICTION			



WHAT THE TROUBLE SPOTS INCLUDE

> **Engine, major:** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
> **Engine, minor:** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.
> **Engine, cooling:** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
> **Transmission, major:** Transmission rebuild or replacement, torque converter, premature clutch replacement.
> **Transmission, minor:** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).
> **Drive system:** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
> **Fuel system:** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.
> **Electrical:** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.
> **Climate system:** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.
> **Suspension**: Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
> **Brakes:** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.
> **Exhaust:** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
> **Paint/trim:** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
> **Noises/leaks:** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.
> **Body hardware:** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.
> **Power equipment and accessories:** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.
> **In-car electronics:** Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.

Acura ILX

Acura's entry-level compact sedan got a slight makeover for 2016, but don't expect a bargain luxury sedan. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty, but ultimately secure. Road noise is incessant and the new transmission makes the car hesitate off the line. The sole powertrain is a 2.4-liter four-cylinder and eight-speed automated-manual transmission. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, and the infotainment system is not very intuitive. Available safety features include road-departure and forward-collision mitigation systems, and lane-keep assist.

OVERALL SCORE 57	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○
ROAD TEST SCORE	61
CRASH PREVENTION	Opt.

Base Price: $27,990-$34,980
Body Styles: sedan
Trim Lines: Standard, Premium, Tech Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

RELIABILITY HISTORY

TROUBLE SPOTS	Acura ILX 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	●	●	*
Drive System	●	●	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	●	●	*
Suspension	●	●	*
Brakes	●	●	*
Exhaust	●	●	*
Paint/Trim	●	◓	*
Noises/Leaks	◓	◒	*
Body Hardware	●	●	*
Power Equipment	◓	◓	*
In-Car Electronics	◓	◓	*
USED CAR VERDICTS	●	◓	*
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	105
Weight (lb.)	3,095
% weight front/rear	64/36

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	28

Acura MDX

This functional, family-friendly, and competitively priced luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers more than adequate acceleration. We measured a very commendable 21 mpg overall with the nine-speed automatic. Front-drive versions should have better fuel economy. Unfortunataly this transmission is not always smooth or responsive, and the push-button shifter is unintuitive to use. The dual-screen control interface is frustrating to use. The 2017 freshening brings a hybrid version with a seven-speed autoamtic, as well as standard AcuraWatch, which includes safety systems such as lane-departure warning and forward-collision avoidance

OVERALL SCORE 79	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	79
CRASH PREVENTION	Std./●

Base Price: $43,950-$60,000E
Body Styles: 4-door SUV
Trim Lines: Base, Tech, Advance, Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (290 hp); 3.0-liter V6 hybrid (325 hp)
Transmissions: 9-speed automatic; 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Acura MDX (2016) 13	14	16
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			●
Fuel System			●
Electrical			●
Climate System			●
Suspension			◓
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			◓
Body Hardware			●
Power Equipment			●
In-Car Electronics			●
USED CAR VERDICTS			◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	194
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	111
Weight (lb.)	4,200
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,175
Cargo Volume, cu.ft.	34
Towing Capacity (lb.)	5,000

Fuel

Premium

CR overall mpg	21

Acura RDX

Derived from the Honda CR-V compact SUV, the RDX is well-equipped for the price. The very smooth, capable, and sweet-sounding V6 packs some punch and returns 22 mpg overall. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels, which might be disconcerting on slippery surfaces. Despite some updates, the interior is rather forgettable for an upscale SUV, lacking some luxury features usually found on its competitors. Unfortunately, the freshening also brought Acura's convoluted dual-screen control system. Still, the seats are comfortable and the rear seat is roomy. The Acura Watch safety package is available on all trims.

OVERALL SCORE 72	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	○
ROAD TEST SCORE	75
CRASH PREVENTION	Opt.

Base Price: $35,370-$43,420
Body Styles: 4-door SUV
Trim Lines: Base, Tech, Advance
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (279 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Acura RDX 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◒	○	●
Brakes	○	◓	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	○	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	◓	◓
USED CAR VERDICTS	○	○	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	3,850
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	870
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	1,500

Fuel

Premium

CR overall mpg	22

Acura RLX

Acura's flagship falls well short of its competitors, and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested FWD model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 30 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic monitor are available. Reliability has dropped to much worse than average.

OVERALL SCORE 59	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	75
CRASH PREVENTION	Std./●

Base Price: $50,950-$65,950
Body Styles: sedan
Trim Lines: NAV, Tech, Advance, Hybrid Tech, Hybrid Advance
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 7-speed sequential; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Acura RLX 13	14	15
Engine Major		●	✶
Engine Minor		●	✶
Engine Cooling		●	✶
Transmission Major		●	✶
Transmission Minor		◓	✶
Drive System		◓	✶
Fuel System		●	✶
Electrical		●	✶
Climate System		○	✶
Suspension		○	✶
Brakes		○	✶
Exhaust		●	✶
Paint/Trim		◓	✶
Noises/Leaks		●	✶
Body Hardware		●	✶
Power Equipment		●	✶
In-Car Electronics		●	✶
USED CAR VERDICTS		●	✶
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	196
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,930
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	23

Acura TLX

The TLX is Acura's best sedan, but still isn't in the same league as the Audi A4 or BMW 3 Series. It's available with either a four- or a six-cylinder engine, but all-wheel drive is only available with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. A generous roster of advanced safety systems includes front-collision mitigation, lane-departure warning, lane-keep assist, adaptive cruise control, and blind-spot monitors. First-year reliability has been much below average.

Base Price: $31,695-$44,800
Body Styles: sedan
Trim Lines: 2.4L, V6, SH-AWD
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)
Transmissions: 8-speed sequential; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	109
Weight (lb.)	3,480
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 25-27

OVERALL SCORE	55-57
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	75-79
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Acura TLX 13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			◒
Drive System			●
Fuel System			●
Electrical			●
Climate System			●
Suspension			●
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			●
Body Hardware			●
Power Equipment			●
In-Car Electronics			○
USED CAR VERDICTS			●

NEW CAR PREDICTION: Much worse than average ●

Alfa Romeo 4C

Alfa's 4C is a super-light two-seat, mid-engine sports car for people who live more for the track than their commute. In concept it resembles the departed Lotus Elise, but with slightly more creature comforts. It weighs only about 2,500 pounds. The 4C is powered by a 1.7-liter turbo four that cranks out 237 hp and uses a dual-clutch six-speed automated manual that can be shifted manually. With its feather-like weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.

Base Price: $55,900-$65,900
Body Styles: convertible; coupe
Trim Lines: —
Drive Wheels: Rear
Seating: 2 front
Engines: 1.7-liter 4 turbo (237 hp)
Transmissions: 6-speed sequential

FACTS & FIGURES

Exterior Dimensions

Length (in.)	158
Width (in.)	74
Height (in.)	47
Wheelbase (in.)	94
Weight (lb.)	2,465
% weight front/rear	41/59

Cargo Measurement

Max. Load (lb.)	335
Cargo Volume, cu.ft.	4
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 28

OVERALL SCORE	NA
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION: NA

Alfa Romeo Giulia

When the 2017 Giulia arrives it will be offered in a number of flavors, from mild to spicy. First to arrive is the $70,000 Quadrifoglio version, which will use a Ferrari-developed 505-hp, 2.9-liter twin-turbocharged V6 that Alfa claims will zip the car from 0-60 mph in just 3.8 seconds. If you want some flash but don't need all that dash, mainstream editions go on sale about one month later. The typical Giulia will have a 276-hp, 2.0-liter turbocharged four-cylinder, mated to an eight-speed automatic. Pricing starts at around $40,000, with rear- and all-wheel drive offered. Interior fit and finish appear solid, with supportive seats and soft-click switchgear that is easily accessible.

OVERALL SCORE NA	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $40,000-$70,000E
Body Styles: sedan
Trim Lines: Base, Ti, Quadrifoglio
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (276 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	56
Wheelbase (in.)	111
Weight (lb.)	3,300
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	NA

Audi A3

Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price and the interior feels austere. It's solid, quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make it enjoyable to drive. Base FWD models come with a 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The car has ample power once underway, but it can feel flat off the line. AWD versions have a stronger 2.0-liter turbo engine. Gripes include an infotainment system that takes time to master and a tight rear seat. It's easy to hit $40,000 with just a few options. A sporty S3 with a 292-hp 2.0-liter turbo, a convertible, and a hatchback plug-in hybrid are available. First-year reliability has been average.

OVERALL SCORE 73	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	●
ROAD TEST SCORE	77
CRASH PREVENTION	Opt.

Base Price: $30,900-$42,500
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, S3
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp); 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed sequential

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A3 13	14	15
Engine Major	★		●
Engine Minor	★		●
Engine Cooling	★		●
Transmission Major	★		●
Transmission Minor	★		●
Drive System	★		●
Fuel System	★		●
Electrical	★		●
Climate System	★		◓
Suspension	★		●
Brakes	★		●
Exhaust	★		●
Paint/Trim	★		●
Noises/Leaks	★		●
Body Hardware	★		●
Power Equipment	★		◓
In-Car Electronics	★		◓
USED CAR VERDICTS	★		○
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	56
Wheelbase (in.)	104
Weight (lb.)	3,135
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	27

Audi A4

Despite its similar styling, the A4 is an all-new car. It is powered by a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy and the transmission is slick. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid. The seats are comfortable but the shifter is unintuitive. The interior features a fully digital, configurable instrument panel that can show pertinent information in front of the driver. A new interface is compatible with Apple CarPlay and Android Auto. A new S4 sedan and Allroad wagon will be introduced later in the year. The previous A4 scored a Poor in the IIHS small-overlap crash test. The new one improved to Good.

Base Price: $37,300-$48,000
Body Styles: sedan
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp)
Transmissions: 7-speed sequential

OVERALL SCORE	NA
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./◓

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A4 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	◓	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	●	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	◓	◓	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	186
Width (in.)	73
Height (in.)	56
Wheelbase (in.)	111
Weight (lb.)	3,630
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 27

Audi A5

Derived from the previous-generation A4, the A5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm, road-hugging suspension. Power from the base 2.0-liter, turbocharged four-cylinder is ample, but it sounds raspy; the eight-speed automatic is supersmooth. Interior fit and finish is superb and the seats are supportive. The controls take some time to get used to, but are generally logical. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph. The S5 uses the supercharged V6 and seven-speed automated manual, and the high-performance RS 5 sports a 450-hp V8.

Base Price: $42,200-$70,900
Body Styles: convertible; coupe
Trim Lines: 2.0T, S5 3.0T, RS 5 4.2
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (333 hp); 4.2-liter V8 (450 hp)
Transmissions: 7-speed sequential; 6-speed manual; 8-speed automatic

OVERALL SCORE	70
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	67
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A5 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	◓	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	◓	◓	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	○	◓	◓
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	○	◓	◓
USED CAR VERDICTS	●	◓	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	54
Wheelbase (in.)	108
Weight (lb.)	4,050
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 22

Audi A6

Audi's A6 has comfortable ride and nimble handling, strong performance, great seats, and excellent fit and finish. The 2.0-liter, turbo four-cylinder works well, but has a raspy, less-than-luxurious engine sound. The 3.0-liter, supercharged V6 is smooth and punchy, while the 4.0-liter V8 in the S6 delivers effortless thrust. Front-drive versions get the four-cylinder and a seven-speed automated manual. All-wheel-drive versions can also be equipped with the four-cylinder, but use the smooth eight-speed automatic. The controls take some getting used to, but prove logical. A USB port is now standard for connecting mobile devices.

Base Price: $47,600-$74,100
Body Styles: sedan
Trim Lines: 2.0T, 3.0T, Competition, S6 4.0T
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp)
Transmissions: 7-speed sequential; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	194
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	115
Weight (lb.)	4,075
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 22

OVERALL SCORE	84
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	90
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A6 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	○	●	●
Suspension	●	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	◓
Body Hardware	●	●	●
Power Equipment	●	◓	●
In-Car Electronics	●	●	◓
USED CAR VERDICTS	◓	◓	○
NEW CAR PREDICTION	Better than average ◓		

Audi A7

This stylish hatchback version of the A6 sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Still, with its rear hatch and generous interior, the A7 provides a healthy dollop of practicality. Handling is responsive and secure, and the ride is steady, though firm, particularly on the optional 20-inch tires. The interior is very luxurious, but the controls take some time to master. A mid-cycle freshening brought tweaks to nearly every engine. The 3.0-liter, supercharged V6 is good for 333 hp while a 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp.

Base Price: $68,800-$129,500
Body Styles: 4-door hatchback
Trim Lines: 3.0T, Competition, S7, RS 7
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (560 hp); 4.0-liter V8 turbo (605 hp)
Transmissions: 7-speed sequential; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	196
Width (in.)	75
Height (in.)	56
Wheelbase (in.)	115
Weight (lb.)	4,235
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	25
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 24

OVERALL SCORE	NA
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi A7 13	14	15
Engine Major	●	●	✶
Engine Minor	●	◓	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	●	●	✶
Fuel System	◓	●	✶
Electrical	●	●	✶
Climate System	◓	◓	✶
Suspension	●	●	✶
Brakes	●	●	✶
Exhaust	●	●	✶
Paint/Trim	●	●	✶
Noises/Leaks	◓	◓	✶
Body Hardware	◓	◓	✶
Power Equipment	○	●	✶
In-Car Electronics	●	○	✶
USED CAR VERDICTS	◓	◓	✶
NEW CAR PREDICTION	Better than average ◓		

Audi A8

Audi's flagship provides smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady, but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. Demerits include controls that are daunting at first, and a relatively small trunk. Engines range from diesel and gas V6s to a V8, turbo V8, and a W12. The diesel is under investigation by the EPA for not complying with emissions regulations.

OVERALL SCORE 86	
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓
ROAD TEST SCORE	91
CRASH PREVENTION	Opt.

Base Price: $82,500-$137,900
Body Styles: sedan
Trim Lines: 3.0T, 4.0T, S8 4.0T, S8 Plus, W12 6.3
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 6.3-liter 12 (500 hp); 4.0-liter V8 turbo (520 hp); 4.0-liter V8 turbo (605 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	207
Width (in.)	77
Height (in.)	58
Wheelbase (in.)	123
Weight (lb.)	4,420
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 21

Audi Allroad

An all-new Allroad, based on the same platform found in the redesigned A4, will be offered later this year. Following the same format as before, the Allroad features rugged styling details and slightly higher ride height. The outgoing Allroad had responsive handling and was fun to drive. A spunky, turbocharged four-cylinder engine is matched with a slick eight-speed automatic, providing adequate, though not remarkable, acceleration. We measured 22 mpg overall, which is competitive with most luxury compact SUVs. The cabin is quiet and very well-finished, and a power-operated liftgate and three-zone climate control system are standard. As compelling as the Allroad is, Audi's Q5 SUV costs less, offers more rear-seat room and cargo space, and has a greater towing capacity. Reliability has been well above average.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

Base Price: $45,000-$55,000E
Body Styles: wagon
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 7-speed sequential; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Audi Allroad 13	14	15
Engine Major	●	★	★
Engine Minor	●	★	★
Engine Cooling	●	★	★
Transmission Major	●	★	★
Transmission Minor	●	★	★
Drive System	●	★	★
Fuel System	●	★	★
Electrical	●	★	★
Climate System	◓	★	★
Suspension	○	★	★
Brakes	◓	★	★
Exhaust	●	★	★
Paint/Trim	●	★	★
Noises/Leaks	○	★	★
Body Hardware	●	★	★
Power Equipment	●	★	★
In-Car Electronics	●	★	★
USED CAR VERDICTS	●	★	★
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	186
Width (in.)	71
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,875
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NA

Fuel

Premium
EPA combined mpg NA

Audi Q3

A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic, and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic looking, but it gives a sense of quality. Demerits include the tight quarters, cramped driving position, and controls that take some getting used to. Front- and all-wheel drive is available. First-year reliability has been much better than average.

Base Price: $31,800-$41,300
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 80	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	77
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q3		
	13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			●
Fuel System			●
Electrical			●
Climate System			●
Suspension			●
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			●
Body Hardware			●
Power Equipment			●
In-Car Electronics			●
USED CAR VERDICTS			●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	173
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	103
Weight (lb.)	3,680
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	24.5
Towing Capacity (lb.)	2,200

Fuel

Premium
CR overall mpg: 22

Audi Q5

The Q5 is nearly as fun and as rewarding to drive as a sports sedan. The ride is steady and composed on the highway, but can feel too firm at first. Its turbo four-cylinder engine and eight-speed automatic racked up a commendable 21 mpg overall in our tests. Though the four-cylinder delivers plenty of performance, it is louder and less refined than the 3.0-liter, supercharged V6, which is a real treat. The cabin is elegantly modern and quiet, with very supportive seats, but rear-seat and cargo space are modest. The infotainment system has a steep learning curve, but ultimately proves logical. A sportier 354-hp SQ5 and a hybrid are available. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Base Price: $40,900-$60,800
Body Styles: 4-door SUV
Trim Lines: 2.0T, Hybrid, 3.0T, SQ5
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 hybrid (245 hp); 3.0-liter V6 supercharged (272 hp); 3.0-liter V6 supercharged (354 hp)
Transmissions: 8-speed automatic

OVERALL SCORE 75	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	78
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q5		
	13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	◓
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	○	◓	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	●	◓	◓
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	○	●	◓
USED CAR VERDICTS	○	◓	◓

NEW CAR PREDICTION: Better than average ◓

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	4,190
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,045
Cargo Volume, cu.ft.	32
Towing Capacity (lb.)	4,410

Fuel

Premium
CR overall mpg: 21

Audi Q7

Audi's redesign of its luxury three-row SUV has resulted in a lighter-weight SUV that sits lower than the previous generation. It employs Audi's supercharged 3.0-liter V6, which puts out 333 hp and is mated to a supersmooth eight-speed automatic. The result is effortless acceleration, and fuel economy of 20 mpg overall in our tests. The new Q7 is very quiet, instilling a sense of calm and tranquility. Ride comfort is commendable, and if you splurge for the Prestige trim with the optional air suspension, it has the plushness and control of a luxury car. Handling is responsive and confidence-inspiring for such a large vehicle. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. But it is a steep learning curve to master the controls.

Base Price: $54,800-$64,300
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 supercharged (333 hp)
Transmissions: 8-speed automatic

OVERALL SCORE 87	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	96
CRASH PREVENTION	Std./◓

RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q7 13	14	15
Engine Major	★	●	★
Engine Minor	★	●	★
Engine Cooling	★	●	★
Transmission Major	★	●	★
Transmission Minor	★	●	★
Drive System	★	●	★
Fuel System	★	●	★
Electrical	★	●	★
Climate System	★	●	★
Suspension	★	◓	★
Brakes	★	●	★
Exhaust	★	●	★
Paint/Trim	★	●	★
Noises/Leaks	★	○	★
Body Hardware	★	●	★
Power Equipment	★	●	★
In-Car Electronics	★	◓	★
USED CAR VERDICTS	★	●	★
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 118
Weight (lb.) 5,080
% weight front/rear 55/45

Cargo Measurement
Max. Load (lb.) 1,365
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 7,700

Fuel
Premium
CR overall mpg 20

Audi TT

The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder, while the TTS features a 292 hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is firm, but not punishing, and noise is kept at bay. Inside the snug interior is Audi's new customizable 12.3-inch digital instrument panel, which replaces all conventional gauges and the typical mid-dash screen. HVAC and seat-heat controls are all incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.

Base Price: $43,500-$52,500
Body Styles: convertible; coupe
Trim Lines: 2.0T, TTS 2.0T
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed sequential

OVERALL SCORE 81	
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	●*
ROAD TEST SCORE	84
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 165
Width (in.) 72
Height (in.) 53
Wheelbase (in.) 99
Weight (lb.) 3,140
% weight front/rear 60/40

Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR

Fuel
Premium
CR overall mpg 26

BMW 2 Series

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. For 2017, the 228i is renamed the 230i and comes with a 248-hp, 2.0-liter four-cylinder; the uplevel M235i we tested, now named M40i, has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and smooth. The excellent front seats have ample space, but the rears are very cramped. Interior appointments are first-rate, but the iDrive control system takes time to fully master. All-wheel drive and a convertible are both available. Reliability has been much better than average.

OVERALL SCORE 94	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	98
CRASH PREVENTION	Opt.

Base Price: $32,850-$51,700
Body Styles: convertible; coupe
Trim Lines: 230i, M240i, M2
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)
Transmissions: 7-speed sequential; 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	BMW 2 Series 13	14	15
Engine Major		✶	●
Engine Minor		✶	●
Engine Cooling		✶	●
Transmission Major		✶	●
Transmission Minor		✶	●
Drive System		✶	●
Fuel System		✶	●
Electrical		✶	●
Climate System		✶	●
Suspension		✶	●
Brakes		✶	●
Exhaust		✶	●
Paint/Trim		✶	●
Noises/Leaks		✶	●
Body Hardware		✶	●
Power Equipment		✶	●
In-Car Electronics		✶	○
USED CAR VERDICTS		✶	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	3,450
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	805
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg: 25

BMW 3 Series

The 3 Series boasts commendable ride comfort, noise isolation, and interior fit and finish. For 2017, the turbo four-cylinder 328i is renamed 330i and gained a few more horsepower. The 328i that we tested is quick yet returns a frugal 28 mpg overall. Handling is very capable, but isn't as sharp as past BMWs and overall the 3 Series isn't as engaging to drive as earlier versions. BMW aims to sharpen agility with steering and suspension changes for 2016. Despite some diesel clatter, the 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range of 735 miles. You can also choose a hybrid, wagon, and less powerful 320i. The M3 can give ultra-high-performance cars a run for their money. 2016 brings a new six-cylinder engine and a plug-in hybrid.

OVERALL SCORE 75-77	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◒
ROAD TEST SCORE	84-86
CRASH PREVENTION	Opt.

Base Price: $33,150-$64,000
Body Styles: 4-door hatchback; sedan; wagon
Trim Lines: 320i, 330i, 328d, 330e, 340i, M3
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (180 hp); 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 7-speed sequential; 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	BMW 3 Series 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◒	●	●
Fuel System	●	◒	●
Electrical	●	●	●
Climate System	◒	●	●
Suspension	●	●	●
Brakes	◒	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◒	◒	●
Body Hardware	●	●	●
Power Equipment	◒	◒	●
In-Car Electronics	○	○	○
USED CAR VERDICTS	○	○	○

NEW CAR PREDICTION: Average ○

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	111
Weight (lb.)	3,485
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel

Diesel or premium
CR overall mpg: 28-35

BMW 4 Series

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.

Base Price: $41,650-$74,700
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 430i, 440i, M4
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 7-speed sequential; 6-speed manual; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	72
Height (in.)	54
Wheelbase (in.)	111
Weight (lb.)	3,470
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	790
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 27

OVERALL SCORE NA

PREDICTED RELIABILITY	○
OWNER SATISFACTION	●
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW 4 Series 13	14	15
Engine Major		●	●
Engine Minor		●	●
Engine Cooling		●	●
Transmission Major		●	●
Transmission Minor		●	●
Drive System		◓	●
Fuel System		●	●
Electrical		●	●
Climate System		●	●
Suspension		●	●
Brakes		●	●
Exhaust		●	●
Paint/Trim		●	●
Noises/Leaks		◓	◓
Body Hardware		●	●
Power Equipment		◓	○
In-Car Electronics		○	○
USED CAR VERDICTS		○	◒
NEW CAR PREDICTION		Average ○	

BMW 5 Series

No matter your tastes, the 5 Series offers an engine to satisfy your appetite. In our tests, the turbo six-cylinder in the 535i delivered strong, smooth acceleration, and the eight-speed automatic shifted imperceptibly. At 23 mpg overall, fuel economy is commendable for such a quick and substantial sedan. Frugal-minded buyers can get a hybrid or diesel model; autobahn-stormers can opt for the M5 and its 560-hp 4.4-liter turbo V8. The ride is elegant and composed. But while handling is taut, the car's vague steering hurts its fun-to-drive quotient. Interior fit and finish is excellent, but the controls take some getting used to and rear-seat room isn't very generous. Reliability has dropped to below average. A redesign is imminent.

Base Price: $50,000-$95,000E
Body Styles: sedan
Trim Lines: 528i, 535i, 535d, 550i, M5
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp)
Transmissions: 7-speed sequential; 6-speed manual; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	193
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	117
Weight (lb.)	4,035
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Diesel or premium
CR overall mpg 23

OVERALL SCORE 66

PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◓
ROAD TEST SCORE	81
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW 5 Series 13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	◓
Fuel System	●	◓	◓
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	●	◓	○
Body Hardware	●	●	●
Power Equipment	◓	◓	●
In-Car Electronics	●	○	●
USED CAR VERDICTS	○	○	●
NEW CAR PREDICTION		Worse than average ◒	

BMW 6 Series

Based on the 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.

Base Price: $77,600-$122,500
Body Styles: convertible; coupe; sedan
Trim Lines: 640i, 650i, M6, Alpina B6
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 7-speed sequential; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	193
Width (in.)	75
Height (in.)	54
Wheelbase (in.)	112
Weight (lb.)	4,355
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 20

OVERALL SCORE	NA
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NOT ENOUGH DATA TO RATE

NEW CAR PREDICTION	NA

BMW 7 Series

Among ultra-luxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. Fully redesigned for 2016, the new 7 is lighter and nimbler, with an impressively steady ride. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at $110,645. The luxurious interior is impeccable, with supremely comfortable seats. Rear-seat dignitaries enjoy a ton of room, a massage feature, and the ability to control climate, audio, and sunshades. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy. More powerful V8 and V12 versions, as well as a hybrid, are new for 2017.

Base Price: $81,500-$137,000
Body Styles: sedan
Trim Lines: 740i, 750i, 740e, M760i, Alpina B7
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (320 hp); 2.0-liter 4 hybrid (326 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (600 hp); 6.6-liter V12 turbo (600 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	207
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	126
Weight (lb.)	4,710
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 21

OVERALL SCORE	87
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	99
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION	New

BMW i3

BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal. Reliability has been below average.

OVERALL SCORE 64	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◓
ROAD TEST SCORE	79
CRASH PREVENTION	Opt.

Base Price: $43,600-$47,450
Body Styles: 4-door hatchback
Trim Lines: Mega, Giga, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 + electric (170 hp)
Transmissions: 1-speed direct

RELIABILITY HISTORY

TROUBLE SPOTS	BMW i3 13	14	15
Engine Major		●	✶
Engine Minor		●	✶
Engine Cooling		●	✶
Transmission Major		●	✶
Transmission Minor		●	✶
Drive System		◒	✶
Fuel System		●	✶
Electrical		●	✶
Climate System		○	✶
Suspension		●	✶
Brakes		●	✶
Exhaust		●	✶
Paint/Trim		◓	✶
Noises/Leaks		◓	✶
Body Hardware		◓	✶
Power Equipment		●	✶
In-Car Electronics		●	✶
USED CAR VERDICTS		◒	✶
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	157
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	101
Weight (lb.)	3,140
% weight front/rear	45/55

Cargo Measurement

Max. Load (lb.)	650
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 139

BMW X1

The X1 uses a new platform and architecture shared with the Mini Clubman. While initially only offered with all-wheel drive, for 2017 a less-expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it almost feels like driving a BMW sedan. Although capable and responsive, ride and handling are more ordinary than sporty. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switchgear. The front seats are rather short and flat, however, while rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting $32,800, but a typically equipped X1 easily breaks the $40,000 mark.

OVERALL SCORE 69	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $32,800-$34,800
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	BMW X1 13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	○	●	◓
Exhaust	●	●	●
Paint/Trim	●	●	◓
Noises/Leaks	○	◓	◓
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	○	◓	●
USED CAR VERDICTS	○	●	○
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	175
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	105
Weight (lb.)	3,725
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	27
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 26

BMW X3

This is one of the best upscale SUVs, melding SUV utility with luxury car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side-to-side on uneven pavement. The 2.0-liter, turbo four-cylinder returned a very good 23 mpg overall and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats. The rear seat is roomy, though the cushion is a bit low. Some controls take time to master, and despite the X3's price, the must-have rear-view camera is optional. A diesel and a rear-drive version are available.

Base Price: $38,950-$47,645
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i, xDrive28d, xDrive35i
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	4,135
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	33
Towing Capacity (lb.)	3,000

Fuel

Diesel or premium
CR overall mpg 23

OVERALL SCORE 76	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	82
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	BMW X3 13	14	15
Engine Major	●	●	●
Engine Minor	○	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	○	○	●
Body Hardware	●	●	●
Power Equipment	○	◓	●
In-Car Electronics	◒	◒	○
USED CAR VERDICTS	○	○	◓
NEW CAR PREDICTION			Average ○

BMW X4

Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 3.0-liter turbo six-cylinder that is particularly smooth and powerful. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4 we found that the optional 19-inch tires make the ride a bit too jiggly. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.

Base Price: $45,250-$57,800
Body Styles: 4-door SUV
Trim Lines: xDrive28i, M40i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	74
Height (in.)	64
Wheelbase (in.)	111
Weight (lb.)	4,130
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,000

Fuel

Premium
EPA combined mpg 23

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			NA

BMW X5

The X5 delivers a refined driving experience. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, and the seats are super comfortable and supportive. But the optional third-row seat is suitable only for kids. BMW's iDrive infotainment system is more intuitive now, but still requires a learning curve. Optional safety systems are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances. Reliability has dropped to below average.

OVERALL SCORE 73	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	●
ROAD TEST SCORE	84
CRASH PREVENTION	Opt.

Base Price: $55,500-$98,800
Body Styles: 4-door SUV
Trim Lines: sDrive35i, xDrive35i, xDrive35d, xDrive50i, xDrive40e, M
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 2.0-liter 4 hybrid (308 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	BMW X5 13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	◓	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	◓	◓	●
Electrical	●	●	●
Climate System	◒	○	◓
Suspension	●	◓	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	●
Noises/Leaks	◓	●	●
Body Hardware	●	◓	◓
Power Equipment	○	◒	●
In-Car Electronics	◒	●	○
USED CAR VERDICTS	◒	●	◓
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	116
Weight (lb.)	4,745
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,345
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	6,000

Fuel

Diesel or premium
CR overall mpg 21

BMW X6

This coupelike sporty SUV is based on the smooth and capable X5, which is a good place to start. Unlike its sibling, the styling severely hampers rear visibility, cabin access, and cargo room in the X6. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a slightly stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well crafted, and the seats are supportive for long trips. Some controls, however, take time to master. A rear-wheel-drive version is also available.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $61,400-$102,200
Body Styles: 4-door SUV
Trim Lines: sDrive35i, xDrive35i, xDrive50i, M
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	78
Height (in.)	67
Wheelbase (in.)	116
Weight (lb.)	4,750
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 20

BMW Z4

The Z4 looks sharp but isn't as entertaining as we expect a sports car to be. Handling is secure, but vague steering, a penchant for pushing wide through corners, and a jittery ride undermine the fun factor. Its 2.0-liter, turbo four-cylinder is plenty powerful and returned 28 mpg overall, but it has a diesel-like idle. The six-speed manual feels crisp and is easy to shift. An eight-speed automatic is optional, as are powerful six-cylinder engines that come with a seven-speed sequential transmission. The well-finished cabin has plenty of leg and head room but feels narrow. The iDrive infotainment system can be fussy to use, especially when the Z4 is equipped with a manual transmission. The retractable hardtop keeps it fairly quiet inside.

OVERALL SCORE 70	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	74
CRASH PREVENTION	NA

Base Price: $49,700-$66,350
Body Styles: convertible
Trim Lines: sDrive28i, sDrive35i, sDrive35is
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp); 3.0-liter 6 turbo (335 hp)
Transmissions: 7-speed sequential; 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NOT ENOUGH DATA TO RATE

NEW CAR PREDICTION	NA

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,240
% weight front/rear	47/53

Cargo Measurement

Max. Load (lb.)	560
Cargo Volume, cu.ft.	6
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 28

Buick Cascada

The front-wheel-drive Cascada is a four-seat soft-top convertible. It's a well thought out convertible with a fully-insulated top and responsive handling. The ride is steady but can be a bit stiff due to the standard 20 inch tires. The leather seats are supportive but it's a long reach to access the touchscreen infotainment system, and the center dash is a mess of buttons. The power-operated fabric roof takes 17 seconds to open, and can be opened or closed at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. A partition in the truck can be flipped to increase cargo room when the top is raised. Safety equipment includes forward-collision alert, lane-departure warning if you opt for the Premium trim.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $33,065-$36,065
Body Styles: convertible
Trim Lines: Base, Premium
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION	New

FACTS & FIGURES

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,980
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	740
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular
EPA combined mpg 23

Buick Enclave

Even though it is showing its age, the large Enclave remains a competitive three-row SUV. We liked its firm, comfortable ride and secure handling. The cabin is quiet, the interior is nicely finished, and the seats are comfortable. But the outdated controls and limited feature content make the Enclave a less compelling option, and a redesign is on the horizon. The 3.6-liter V6 engine and six-speed automatic transmission are smooth and unobtrusive, but the engine feels taxed and at times the powertrain has to work hard to move this large SUV. We got a paltry 15 mpg overall in our tests, worse than some pickup trucks. Adults can fit in the roomy third row, a plus. Forward-collision and lane-departure warning systems are available.

OVERALL SCORE 76	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	77
CRASH PREVENTION	Opt.

Base Price: $39,065-$49,515
Body Styles: 4-door SUV
Trim Lines: Convenience, Leather, Premium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (288 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Buick Enclave 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	◓	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	◓
Power Equipment	◓	◓	●
In-Car Electronics	●	○	◓
USED CAR VERDICTS	◓	○	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	202
Width (in.)	79
Height (in.)	72
Wheelbase (in.)	119
Weight (lb.)	5,100
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,335
Cargo Volume, cu.ft.	44
Towing Capacity (lb.)	4,500

Fuel

Regular
CR overall mpg 15

Buick Encore

Derived from the small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than some bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver and its handling is sound, if unexceptional. Despite the luxury ambience, the interior is narrow and cramped, and the swoopy styling intrudes on the view aft. Reliability has been much above average, but the Encore scored too low in our testing to be recommended. The 2017 Encore gets a light refresh, with LED headlights, improved interior materials, and Apple CarPlay and Android Auto supported by a standard 8-inch touchscreen.

OVERALL SCORE 73	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	69
CRASH PREVENTION	Opt.

Base Price: $24,065-$31,285
Body Styles: 4-door SUV
Trim Lines: Base, Convenience, Sport Touring, Leather, Premium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Buick Encore 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	○	◓	●
Body Hardware	◓	●	●
Power Equipment	●	●	●
In-Car Electronics	○	◓	◓
USED CAR VERDICTS	●	●	●
NEW CAR PREDICTION	Much better than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	168
Width (in.)	70
Height (in.)	65
Wheelbase (in.)	101
Weight (lb.)	3,355
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	26
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 23

Buick Envision

Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Encalve, the new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is rather clumsy, however, and wind noise is pronounced. Oddly, the ride is a mixed bag of soft, yet busy. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes standard forward-collision warning and lane-departure mitigation systems, as well as optional automatic braking. A less-expensive 2.5-liter four-cylinder and a front-wheel-drive version will arrive at a later date.

OVERALL SCORE	NA
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./○

Base Price: $34,990-$44,960
Body Styles: 4-door SUV
Trim Lines: Base, Convenience, Leather, Premium I, Premium II
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (197 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	72
Height (in.)	67
Wheelbase (in.)	108
Weight (lb.)	4,050
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	1,500

Fuel

Regular or premium
EPA combined mpg 22

Buick LaCrosse

The redesign of Buick's flagship rests on a new structure that brings more and less to the big sedan. A diet has reduced the hefty sedan's weight by 300 pounds. Yet Buick was able to stretch the wheelbase by three inches, resulting in more passenger space, while keeping the footprint the same. Under the hood, a revised 3.6-liter V6 makes 305 hp, mated to an eight-speed automatic. Inside, there's an 8-inch touchscreen, fewer buttons, and Apple CarPlay and Android Auto capability. The current LaCrosse is one of the quietest and more comfortable-riding models in its class. The redesign seems to have improved outward visibility, access, and fuel economy, and the availability of all-wheel drive is a major plus.

OVERALL SCORE	NA
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $32,990-$42,000E
Body Styles: sedan
Trim Lines: Base, Leather, Premium I, Premium II
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Buick LaCrosse 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	●
Noises/Leaks	◓	◓	●
Body Hardware	◓	●	●
Power Equipment	◓	○	○
In-Car Electronics	●	●	●
USED CAR VERDICTS	○	○	◓
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	198
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	114
Weight (lb.)	4,000
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NA

Fuel

Regular
EPA combined mpg NA

Buick Regal

This well-honed and satisfying sports sedan has a European feel thanks to its Opel roots. It is the antithesis of the whitewall-tired Buick of old. With its agile handling, quick steering, and a taut, steady ride, the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers strong performance and 24 mpg overall. High-quality materials are used throughout the cabin. The front seats are firm and supportive, though the rear seat is quite snug. The large trunk is a bonus. Infotainment system controls are mostly simple, and all-wheel drive is available on all trim lines. Overall, this is a highly capable, yet understated car. The GS is a sportier version with a tauter suspension.

Base Price: $27,065-$36,490
Body Styles: sedan
Trim Lines: Base, Premium I, Premium II, GS
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (182 hp); 2.0-liter 4 turbo (259 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	108
Weight (lb.)	3,710
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 24

OVERALL SCORE 78	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	83
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Buick Regal 13	14	15
Engine Major	●	●	✶
Engine Minor	●	●	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	◓	●	✶
Fuel System	●	●	✶
Electrical	●	●	✶
Climate System	●	●	✶
Suspension	◓	●	✶
Brakes	◒	●	✶
Exhaust	●	●	✶
Paint/Trim	◓	◓	✶
Noises/Leaks	◓	●	✶
Body Hardware	◓	●	✶
Power Equipment	●	◓	✶
In-Car Electronics	●	○	✶
USED CAR VERDICTS	○	●	✶
NEW CAR PREDICTION	Better than average ◓		

Buick Verano

The Verano is based on the previous generation Chevrolet Cruze, and tries to pack luxury into a compact package. A high point is its commendably quiet cabin. Power from the 2.4-liter four-cylinder is adequate, but the engine sounds raspy and its 24 mpg overall is among the worst in the class. An available 2.0-liter, turbocharged four-cylinder makes the car quicker and quieter. It rides relatively comfortably, and handling is responsive though not as sporty as the Regal's. The interior is roomy enough up front, but very cramped in the rear. The lack of power recline and adjustable lumbar support for the driver's seat is chintzy. Forward-collision and lane-departure warning systems are readily available. 2017 marks the final model year for the Verano.

Base Price: $21,065-$28,670
Body Styles: sedan
Trim Lines: 1SV, Base, Convenience, Leather, Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (180 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	71
Height (in.)	58
Wheelbase (in.)	106
Weight (lb.)	3,465
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 24

OVERALL SCORE 71	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	73
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Buick Verano 13	14	15
Engine Major	●	●	✶
Engine Minor	●	●	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	●	●	✶
Fuel System	●	◓	✶
Electrical	●	●	✶
Climate System	○	○	✶
Suspension	◓	◓	✶
Brakes	●	●	✶
Exhaust	●	●	✶
Paint/Trim	◓	◓	✶
Noises/Leaks	○	○	✶
Body Hardware	◓	●	✶
Power Equipment	◒	●	✶
In-Car Electronics	◓	◓	✶
USED CAR VERDICTS	○	○	✶
NEW CAR PREDICTION	Average ○		

Cadillac ATS

Offered in rear- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. Three engines are offered: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo is quick, but doesn't feel powerful and got just 23 mpg overall. The six-speed automatic is a step behind the seven and eight speeds of most competitors. A manual is available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug. The high-performance ATS-V gets a 464-hp, twin-turbo V6. Reliability has remained much below average.

Base Price: $33,215-$62,665
Body Styles: coupe; sedan
Trim Lines: Standard, Luxury, Performance, Premium, V
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (202 hp); 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)
Transmissions: 6-speed manual; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	109
Weight (lb.)	3,420
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	870
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Regular or premium
CR overall mpg 23

OVERALL SCORE	57
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	79
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac ATS 13	14	15
Engine Major	◒	◓	*
Engine Minor	●	◓	*
Engine Cooling	◓	◓	*
Transmission Major	◓	◓	*
Transmission Minor	◓	◓	*
Drive System	◓	◓	*
Fuel System	◓	◓	*
Electrical	◓	◓	*
Climate System	●	○	*
Suspension	◓	◓	*
Brakes	◓	◓	*
Exhaust	◓	◓	*
Paint/Trim	◓	◓	*
Noises/Leaks	●	◓	*
Body Hardware	◓	◓	*
Power Equipment	●	◓	*
In-Car Electronics	●	●	*
USED CAR VERDICTS	●	◒	*

NEW CAR PREDICTION Much worse than average ●

Cadillac CT6

Cadillac's new flagship fits above the CTS and below the BMW 7 Series and Mercedes-Benz S-Class. Its lightweight aluminum and steel body is 400 pounds lighter than those cars in an effort to make the CT6 sporty and fuel-efficient. In our brief experience we found that this large sedan possesses some athletic chops and has a steady, controlled ride and a quiet interior. Most buyers will opt for the mid-level nonturbo V6, while the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. The interior is posh and well finished, but cabin storage is a bit scant and the car is still saddled with Cadillac's tedious Cue infotainment touch screen.

Base Price: $53,495-$87,465
Body Styles: sedan
Trim Lines: Base, Luxury, Premium Luxury, Platinum
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (265 hp); 3.6-liter V6 (335 hp); 3.0-liter V6 turbo (404 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	204
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	122
Weight (lb.)	4,040
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	910
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
EPA combined mpg 23

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION New

Cadillac CTS

The CTS is a luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating. Much of the blame goes to the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is snug and the trunk is relatively small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is better, with effortless thrust. The high-performance CTS-V gives any $100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and trackworthy handling and braking.

OVERALL SCORE 70	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	81
CRASH PREVENTION	Opt.

Base Price: $45,560-$69,955
Body Styles: sedan
Trim Lines: Base, Luxury, Performance, Premium, Vsport, CTS-V
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (420 hp); 6.2-liter V8 supercharged (640 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac CTS 13	14	15
Engine Major	●	●	★
Engine Minor	●	●	★
Engine Cooling	●	●	★
Transmission Major	●	●	★
Transmission Minor	●	●	★
Drive System	◓	●	★
Fuel System	●	●	★
Electrical	●	●	★
Climate System	●	◓	★
Suspension	◓	◓	★
Brakes	◓	◓	★
Exhaust	●	●	★
Paint/Trim	◓	◓	★
Noises/Leaks	◒	○	★
Body Hardware	●	◓	★
Power Equipment	◓	◓	★
In-Car Electronics	●	●	★
USED CAR VERDICTS	○	○	★
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions
Length (in.) 196
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 115
Weight (lb.) 3,915
% weight front/rear 52/48

Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 1,000

Fuel
Regular or premium
CR overall mpg 21

Cadillac Escalade

The Escalade falls down on the fundamentals as a luxury SUV; It rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more space, there is the longer ESV version that provides more cargo space. The Cue infotainment system is confounding. The real strength of the Escalade is in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. Reliability of the redesign has been well below average, ranking worst in class. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.

OVERALL SCORE 44	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	61
CRASH PREVENTION	Opt.

Base Price: $72,970-$94,950
Body Styles: 4-door SUV; extended SUV
Trim Lines: Standard, Luxury, Premium, Platinum
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 6.2-liter V8 (420 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac Escalade 13	14	15
Engine Major	★	★	●
Engine Minor	★	★	●
Engine Cooling	★	★	●
Transmission Major	★	★	●
Transmission Minor	★	★	○
Drive System	★	★	●
Fuel System	★	★	●
Electrical	★	★	●
Climate System	★	★	◓
Suspension	★	★	◓
Brakes	★	★	◓
Exhaust	★	★	●
Paint/Trim	★	★	●
Noises/Leaks	★	★	◒
Body Hardware	★	★	◓
Power Equipment	★	★	○
In-Car Electronics	★	★	●
USED CAR VERDICTS	★	★	●
NEW CAR PREDICTION		Much worse than average ●	

FACTS & FIGURES

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,820
% weight front/rear 51/49

Cargo Measurement
Max. Load (lb.) 1,310
Cargo Volume, cu.ft. 48
Towing Capacity (lb.) 8,100

Fuel
Regular
CR overall mpg 16

Cadillac XT5

The XT5 is Cadillac's new luxury crossover and replaces the heavy and dated SRX. All versions use the same smooth and refined powertrain: a new 3.6-liter V6 paired with an eight-speed automatic. Despite similar dimensions, XT5 is lighter and roomier than the SRX. Cadillac's convoluted Cue infotainment system is a little more manageable, but the gears are selected via a completely unintuitive shifter. A rear-camera system that displays in the rear view mirror comes on top versions. The XT5 handles with agility, though the ride is rather stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.

Base Price: $38,995-$62,500
Body Styles: 4-door SUV
Trim Lines: Premium, Luxury, Premium Luxury, Platinum
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,300
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,620
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,500

Fuel

Regular
EPA combined mpg: 21

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

Cadillac XTS

This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The powertrain lacks the finesse and brawn of some German and Asian competitors. The 3.6-liter V6 sounds coarse when prodded, though it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. We disliked the blind-spot warning system, which vibrates the driver's seat. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has remained below average.

Base Price: $45,295-$72,320
Body Styles: sedan
Trim Lines: Standard, Luxury, Premium, Platinum, Vsport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	202
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	4,090
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
CR overall mpg: 22

OVERALL SCORE	62
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	○
ROAD TEST SCORE	82
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac XTS 13	14	15
Engine Major	●	●	★
Engine Minor	◓	●	★
Engine Cooling	●	●	★
Transmission Major	●	●	★
Transmission Minor	●	●	★
Drive System	◓	●	★
Fuel System	●	●	★
Electrical	●	●	★
Climate System	○	●	★
Suspension	○	◓	★
Brakes	○	○	★
Exhaust	●	●	★
Paint/Trim	◓	●	★
Noises/Leaks	●	○	★
Body Hardware	◓	●	★
Power Equipment	●	○	★
In-Car Electronics	●	●	★
USED CAR VERDICTS	●	○	★
NEW CAR PREDICTION	Worse than average ◒		

Chevrolet Camaro

For 2016 the redesigned Camaro ratchets up both performance and sophistication. It is lighter, shorter, narrower, and lower than the previous car. These benefits come to light with impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder, while the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The higher-quality interior features the easy-to-use MyLink infotainment system. Visibility is atrocious and rear-seat room is extremely tight. A performance ZL1 version will arrive as a 2017 model with 640-hp, 6.2-liter V8 supercharged engine and available 10-speed automatic.

OVERALL SCORE 73	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	85
CRASH PREVENTION	NA

Base Price: $25,700-$48,300
Body Styles: convertible; coupe
Trim Lines: LT, SS
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp)
Transmissions: 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Camaro 13	14	15
Engine Major	○	●	*
Engine Minor	●	●	*
Engine Cooling	○	●	*
Transmission Major	●	●	*
Transmission Minor	◓	◓	*
Drive System	●	●	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	◓	●	*
Suspension	●	◓	*
Brakes	●	●	*
Exhaust	●	●	*
Paint/Trim	●	●	*
Noises/Leaks	○	○	*
Body Hardware	●	●	*
Power Equipment	○	◓	*
In-Car Electronics	○	◒	*
USED CAR VERDICTS	●	◓	*
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	188
Width (in.)	75
Height (in.)	53
Wheelbase (in.)	111
Weight (lb.)	3,730
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	725
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Regular or premium
CR overall mpg: 20

Chevrolet Colorado

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. Buyers can choose a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. The ride is rather choppy, as befitting a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard. A 181-hp four-cylinder diesel is new. First-year reliability has been much below average.

OVERALL SCORE 51	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	69
CRASH PREVENTION	Opt.

Base Price: $20,100-$35,300
Body Styles: extended cab; crew cab
Trim Lines: Base, WT, LT, Z71
Drive Wheels: Rear or part-time 4WD
Seating: 2 front, 3 rear
Engines: 2.8-liter 4 turbodiesel (181 hp); 2.5-liter 4 (200 hp); 3.6-liter V6 (305 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Colorado 13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			○
Drive System			◓
Fuel System			●
Electrical			●
Climate System			○
Suspension			◓
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			○
Body Hardware			●
Power Equipment			●
In-Car Electronics			○
USED CAR VERDICTS			●
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	213
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Regular or diesel
CR overall mpg: 18

Chevrolet Corvette

The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick, and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires near-acrobatic skills to access, the vague manual shifter, and the omnipresent tire noise. Reliability has dropped to well below average.

Base Price: $55,400-$83,400
Body Styles: 2-door hatchback; convertible
Trim Lines: 1LT, 2LT, 3LT, Z06
Drive Wheels: Rear
Seating: 2 front
Engines: 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 supercharged (650 hp)
Transmissions: 7-speed manual; 8-speed automatic

OVERALL SCORE 64	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◉
ROAD TEST SCORE	92
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Corvette 13	14	15
Engine Major	◉	◉	◉
Engine Minor	◉	◉	◒
Engine Cooling	◉	◉	◒
Transmission Major	◉	◉	◉
Transmission Minor	◉	◉	◉
Drive System	◉	◉	◉
Fuel System	◉	◓	◉
Electrical	◉	◉	◒
Climate System	●	◉	◒
Suspension	◉	◓	◉
Brakes	◉	◓	◉
Exhaust	◉	○	◒
Paint/Trim	○	◉	◉
Noises/Leaks	◒	◓	◒
Body Hardware	◉	◉	◉
Power Equipment	◒	◓	◒
In-Car Electronics	◉	○	◒
USED CAR VERDICTS	○	○	●

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	177
Width (in.)	74
Height (in.)	49
Wheelbase (in.)	107
Weight (lb.)	3,470
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	525
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg: 20

Chevrolet Cruze

The redesigned 2016 Cruze is roomier, especially in the rear seat, and gets better fuel economy than its predecessor. The standard 1.4-liter, four-cylinder turbo, mated to a six-speed manual or automatic transmission, delivers effortless motivation. It has an unobstrusive stop-start feature designed to reduce fuel use when the car would otherwise be idling. We got 30 mpg overall. The new Cruze has a comfortable ride and a quiet cabin, and is designed more for relaxed cruising than sporty handling. A new infotainment system, featuring Apple CarPlay and Android Auto, mirrors your cell-phone screen on the dashboard. A variety of advanced active safety features are available, unfortunately only on the top-trim Premier version.

Base Price: $16,620-$25,335
Body Styles: 4-door hatchback; sedan
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed manual; 6-speed automatic

OVERALL SCORE 66	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	77
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Cruze 13	14	15
Engine Major	◉	◉	*
Engine Minor	◓	◉	*
Engine Cooling	◓	◉	*
Transmission Major	◉	◉	*
Transmission Minor	◓	◉	*
Drive System	◓	◉	*
Fuel System	◉	○	*
Electrical	◉	◉	*
Climate System	◓	◉	*
Suspension	○	◓	*
Brakes	◓	◉	*
Exhaust	◉	◉	*
Paint/Trim	◉	◉	*
Noises/Leaks	◒	◓	*
Body Hardware	◉	◉	*
Power Equipment	○	◉	*
In-Car Electronics	◓	○	*
USED CAR VERDICTS	●	○	*

NEW CAR PREDICTION: Worse than average ◒

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,915
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	870
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg: 30

Chevrolet Equinox

The Equinox and its twin, the GMC Terrain, straddle the small and midsized SUV categories. They have a taut, yet supple and controlled, ride with responsive and secure handling. But both the 3.6-liter V6 and the more fuel-efficient four-cylinder feel sluggish. The transmission blunts the performance of the V6, and fuel economy is mediocre. The 2016 models get a smattering of cosmetic updates, and additional advanced safety features, including available blind-spot monitoring and rear cross-traffic alert, join the forward-collision and lane-departure warning systems. A rear-view camera is standard. Reliability has been above average, but the Equinox scored too low in our testing for us to recommend.

OVERALL SCORE 71	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	○
ROAD TEST SCORE	68-69
CRASH PREVENTION	Opt.

Base Price: $25,410-$31,690
Body Styles: 4-door SUV
Trim Lines: L, LS, LT, LTZ
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Equinox 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	○	○	◓
USED CAR VERDICTS	●	◓	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	188
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,155
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,040
Cargo Volume, cu.ft.	33.5
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 18-21

Chevrolet Impala

Our 2016 Top Pick for large sedans, the Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, while handling is secure and responsive. The full-featured cabin stays very quiet, and features a sumptuous backseat and a huge trunk. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Updates for 2016 include Apple CarPlay capability and wireless cell-phone charging.

OVERALL SCORE 81	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	91
CRASH PREVENTION	Opt.

Base Price: $27,095-$35,540
Body Styles: sedan
Trim Lines: LS, 1LT, 2LT, 1LTZ, 2LTZ
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (196 hp); 3.6-liter V6 (230 hp); 3.6-liter V6 (305 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Impala 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	◓	●	●
Fuel System	○	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	◓	●
Brakes	◓	◓	●
Exhaust	◓	●	●
Paint/Trim	○	●	●
Noises/Leaks	●	◓	●
Body Hardware	●	●	◓
Power Equipment	◓	◓	●
In-Car Electronics	◓	○	◒
USED CAR VERDICTS	◒	○	○
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	201
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	3,855
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	19
Towing Capacity (lb.)	1,000

Fuel

Regular or cng
CR overall mpg 22

Chevrolet Malibu

Swoopy styling and modern powertrains are highlights of Chevrolet's redesigned midsized sedan. The new sedan has more rear-seat room, so long-legged passengers can stretch out. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic, and more powerful and refined 2.0-liter backed by an eight-speed automatic. We got 29 mpg overall in our test of the 1.5-liter. A new hybrid version, utilizing some of the Chevrolet Volt technology, is also available. In tests we found the Malibu quiet, with a comfortable ride and responsive handling. The old car has been renamed Malibu Limited and is now sold mainly for fleets.

Base Price: $23,120-$30,920
Body Styles: sedan
Trim Lines: L, LS, LT, Hybrid, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (163 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: CVT; 6-speed automatic; 8-speed automatic

OVERALL SCORE 75	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	80
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Malibu 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	◓	●
Electrical	●	●	●
Climate System	○	●	◓
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	◓	●
In-Car Electronics	◓	○	◓
USED CAR VERDICTS	○	○	◓
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,125
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 29

Chevrolet Silverado 1500

The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other engines include a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in some competitors. For 2016 more versions will get the eight-speed automatic, which should improve engine response. Other changes include available lane-keeping assist, and the addition of Apple CarPlay and Android Auto capabilities. Reliability has remained much below average.

Base Price: $27,195-$53,415
Body Styles: regular cab; extended cab; crew cab
Trim Lines: WT, LS, Custom, LT, LTZ, High Country
Drive Wheels: Rear, part-time, or selectable 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

OVERALL SCORE 61	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	80
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Silverado 1500 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	◓	◓
Drive System	◓	◓	◓
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	◓
Noises/Leaks	○	○	◓
Body Hardware	●	◓	●
Power Equipment	●	◓	●
In-Car Electronics	●	○	○
USED CAR VERDICTS	◓	◒	●
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lb.)	5,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	11,200

Fuel

Regular
CR overall mpg 16

Chevrolet Sonic

The subcompact Sonic is fairly quick and quiet for the class. It handles responsively, although the steering is a bit darty. The standard 1.8-liter four-cylinder performs well but doesn't sound that polished. A modestly quicker and thriftier turbo four-cylinder is offered on the uplevel version. The sedan has a huge trunk and better visibility, but the hatchback has better cargo versatility. Both have a tight rear seat. Crash-test results are impressive for a subcompact. The infotainment touch screen system is infuriating, with a convoluted menu and slow response time. Advanced safety features such as forward-collision alert, lane-departure warning, and a backup camera are available. Reliability has improved to average.

Base Price: $14,345-$21,495
Body Styles: 4-door hatchback; sedan
Trim Lines: LS, LT, LTZ, RS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	173
Width (in.)	68
Height (in.)	60
Wheelbase (in.)	99
Weight (lb.)	2,765
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	895
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 28-30

OVERALL SCORE 61-65	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◒
ROAD TEST SCORE	60-66
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Sonic 13	14	15
Engine Major	●	●	✶
Engine Minor	○	●	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	◓	●	✶
Drive System	◓	●	✶
Fuel System	●	●	✶
Electrical	●	●	✶
Climate System	○	●	✶
Suspension	○	●	✶
Brakes	◓	●	✶
Exhaust	●	●	✶
Paint/Trim	◓	●	✶
Noises/Leaks	◒	○	✶
Body Hardware	○	○	✶
Power Equipment	●	●	✶
In-Car Electronics	◓	◓	✶
USED CAR VERDICTS	◒	●	✶
NEW CAR PREDICTION		Average ○	

Chevrolet Spark

With a slightly longer wheelbase and lower roof, the redesigned 2016 Spark looks less goofy. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive but the darty steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is better suited for a backpack. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision alert, lane-departure warning, and blind-spot warning.

Base Price: $12,660-$25,510
Body Styles: 4-door hatchback
Trim Lines: LS, 1LT, 2LT
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	143
Width (in.)	63
Height (in.)	58
Wheelbase (in.)	94
Weight (lb.)	2,280
% weight front/rear	64/36

Cargo Measurement

Max. Load (lb.)	660
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 33

OVERALL SCORE 48	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	47
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

Chevrolet SS

You can think of the seemingly nondescript SS as a stealth weapon: A serious performance car cloaked in an innocuous exterior with a spacious, comfortable cabin. Its ferocious speed, sporty handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling 415-hp, 6.2-liter V8 from the last-generation Corvette. Fuel economy isn't its forte: We got a paltry 17 mpg overall with the automatic. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot monitors, and rear cross-traffic alert. The firm but tolerable ride is a modest drawback for this kind of performance. A six-speed manual is available.

OVERALL SCORE 76	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	●*
ROAD TEST SCORE	87
CRASH PREVENTION	Std./○

Base Price: $46,575
Body Styles: sedan
Trim Lines: —
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 6.2-liter V8 (415 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	196
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	115
Weight (lb.)	4,025
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 17

Chevrolet Suburban

If you need space for seven or more people, all their stuff, and towing capacity to boot, little else but the Suburban will do. This behemoth has a sumptuous and quiet interior, power folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic, and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. 2016 updates include available lane-keeping assist, plus Apple CarPlay. Reliability of the redesign has been much below average.

OVERALL SCORE 54	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $49,700-$67,440
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Rear or selectable 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Suburban 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	○
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	◓
Drive System	●	●	○
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	◓
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	●	○	○
Body Hardware	◓	●	●
Power Equipment	○	●	◒
In-Car Electronics	◓	○	●
USED CAR VERDICTS	◓	◓	●
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	224
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	130
Weight (lb.)	5,945
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,455
Cargo Volume, cu.ft.	62.5
Towing Capacity (lb.)	8,000

Fuel

Regular
CR overall mpg 16

Chevrolet Tahoe

The Tahoe has a luxurious and quiet interior, decent second- and third-row seats, and available features such as blind-spot monitoring and cross-traffic alert. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic is 16 mpg. But the engine doesn't feel responsive enough in everyday driving. The touch-screen infotainment system is easy to use. The ride is stiff, although the Magnetic Ride Control suspension on LTZ trims improves ride comfort and handling response and capability. Properly equipped versions can tow 8,500 pounds. But car-based SUVs have better handling and are more efficient. Lane-keeping assist is available. Reliability of the redesign has been much below average.

Base Price: $47,000-$64,740
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Rear or selectable 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 52	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	67
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Tahoe 13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	⊙	⊙	⊙
Engine Cooling	⊙	⊙	⊙
Transmission Major	⊙	⊙	⊙
Transmission Minor	⊙	⊙	⊙
Drive System	◓	⊙	⊙
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	⊙	⊙	◓
Suspension	⊙	⊙	◓
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	◓	⊙	◓
Noises/Leaks	○	●	○
Body Hardware	○	⊙	◓
Power Equipment	⊙	⊙	◒
In-Car Electronics	⊙	⊙	○
USED CAR VERDICTS	◓	⊙	●

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lb.)	5,635
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,580
Cargo Volume, cu.ft.	47.5
Towing Capacity (lb.)	8,300

Fuel

Regular
CR overall mpg: 16

Chevrolet Traverse

Although it dates back to 2008, the large Traverse is still a competitive three-row SUV. We liked its firm, comfortable, and quiet ride and its relatively agile, secure handling. But like its corporate cousins, the Buick Enclave and GMC Acadia, it's beginning to show its age. The 3.6-liter V6 and six-speed automatic powertrain is smooth and powerful enough, but it works hard in this large SUV, and its 16 mpg overall is uncompetitive. A big plus is the ability to fit adults in the roomy third row. Fit and finish has been improved, and forward-collision and lane-departure warning systems are available. A redesign is around the corner, based on the same platform as the GMC Acadia.

Base Price: $31,205-$44,145
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (281 hp); 3.6-liter V6 (288 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 74	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	○
ROAD TEST SCORE	77
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Traverse 13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	◓	⊙	⊙
Engine Cooling	⊙	⊙	⊙
Transmission Major	⊙	⊙	⊙
Transmission Minor	⊙	⊙	⊙
Drive System	⊙	◓	⊙
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	○	⊙	⊙
Suspension	◓	⊙	◓
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	⊙	◓	⊙
Noises/Leaks	⊙	○	◓
Body Hardware	⊙	◓	⊙
Power Equipment	◓	◓	⊙
In-Car Electronics	◒	◓	⊙
USED CAR VERDICTS	○	○	⊙

NEW CAR PREDICTION: Better than average ◓

FACTS & FIGURES

Exterior Dimensions

Length (in.)	204
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	119
Weight (lb.)	4,975
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,405
Cargo Volume, cu.ft.	48.5
Towing Capacity (lb.)	5,200

Fuel

Regular
CR overall mpg: 16

Chevrolet Trax

This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At $26,000, our Trax LT AWD test car costs as much as larger, more substantial SUVs such as the Subaru Forester.

OVERALL SCORE 53	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	55
CRASH PREVENTION	NA

Base Price: $20,300-$26,730
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	66
Wheelbase (in.)	101
Weight (lb.)	3,255
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	26
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 25

Chevrolet Volt

GM's electric car with a backup gas engine gets a total redesign for 2016. It is quicker, quieter, rides more comfortably, and has easier-to-use controls. The Volt drives on electric power for about 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240V connection. The Volt can be driven as an electric car locally, and can rely on the gas engine for extended trips. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Driver visibility is still hampered but the infotainment system is now easy to use, with plenty of steering-wheel shortcuts. The center-rear seating position is quite snug, and the heated seats and steering wheel are needed because of the car's tepid heat.

OVERALL SCORE 69	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	●
ROAD TEST SCORE	70
CRASH PREVENTION	Opt.

Base Price: $33,220-$37,570
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 + electric (149 hp)
Transmissions: 1-speed direct

RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Volt 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	○	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	◓
Noises/Leaks	●	◓	◒
Body Hardware	◓	●	●
Power Equipment	◓	◓	●
In-Car Electronics	○	○	●
USED CAR VERDICTS	○	○	○
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	3,520
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	750
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg (elec./gas.) 105/38

Chrysler 200

A mediocre car in a category overflowing with competent, and even excellent, alternatives, the 200 drives like it's from a previous era. Handling is clumsy, the ride is rough and unsettled, and the four-cylinder engine is underwhelming. But the V6 is fairly polished and can be had with AWD. Not only is the transmission uncooperative, but it has proven to be a reliability albatross. A relatively quiet cabin is the only consolation. Sitting in the tight rear seat feels claustrophobic and access is compromised. The 200 has the dubious distinction of carrying the lowest overall road test score in the class, as well as the lowest predicted reliability rating. The 200 will be phased out after the 2017 model year.

OVERALL SCORE 51-53	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	63-66
CRASH PREVENTION	Opt.

Base Price: $21,995-$31,785
Body Styles: sedan
Trim Lines: LX, Limited, S, C
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (184 hp); 3.6-liter V6 (295 hp)
Transmissions: 9-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler Sebring, 200		
	13	14	15
Engine Major	⊙	✶	⊙
Engine Minor	○	✶	⊙
Engine Cooling	◓	✶	⊙
Transmission Major	⊙	✶	⊙
Transmission Minor	⊙	✶	◒
Drive System	◓	✶	◓
Fuel System	◓	✶	⊙
Electrical	⊙	✶	⊙
Climate System	⊙	✶	⊙
Suspension	◓	✶	⊙
Brakes	○	✶	⊙
Exhaust	⊙	✶	⊙
Paint/Trim	⊙	✶	⊙
Noises/Leaks	●	✶	⊙
Body Hardware	⊙	✶	⊙
Power Equipment	○	✶	⊙
In-Car Electronics	◓	✶	⊙
USED CAR VERDICTS	◒	✶	●

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	74
Height (in.)	55
Wheelbase (in.)	108
Weight (lb.)	3,650
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 25-30

Chrysler 300

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, comfortable seats, and attractive trim. The 5.7-liter V8 is punchy, but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The Uconnect infotainment system is one of the best in the industry. The last freshening added a rotating gear-shift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear. Reliability has been much below average.

OVERALL SCORE 60	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	⊙
ROAD TEST SCORE	83-84
CRASH PREVENTION	Opt.

Base Price: $32,260-$45,190
Body Styles: sedan
Trim Lines: Limited, S, C, C Platinum
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler 300		
	13	14	15
Engine Major	⊙	⊙	✶
Engine Minor	⊙	⊙	✶
Engine Cooling	◓	⊙	✶
Transmission Major	○	⊙	✶
Transmission Minor	○	◒	✶
Drive System	⊙	○	✶
Fuel System	◓	⊙	✶
Electrical	◓	⊙	✶
Climate System	◒	◒	✶
Suspension	⊙	⊙	✶
Brakes	◓	⊙	✶
Exhaust	⊙	⊙	✶
Paint/Trim	⊙	⊙	✶
Noises/Leaks	○	◓	✶
Body Hardware	⊙	◓	✶
Power Equipment	◒	○	✶
In-Car Electronics	●	●	✶
USED CAR VERDICTS	●	●	✶

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	199
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	120
Weight (lb.)	4,095
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 20-22

Chrysler Pacifica

The Pacifica replaces the Chrysler Town & Country minivan. The new van is offered in seven- and eight-passenger configurations, and retains the fold into the floor seats. The 3.6-liter V6, paired to a 9-speed automatic, provides ample power. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version will be available with a claimed electric range of 50 miles. The power sliding doors can be opened with the press of a small button, making it easy for kids. The latest version of the UConnect touchscreen system is intuitive, and a shifter in the form of a rotating knob. High-end versions will feature individual screens for rear passengers with built-in games. An all-wheel-drive version won't be available, at least initially.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $28,595-$42,495
Body Styles: minivan
Trim Lines: LX, Touring, Touring-L, Touring-L Plus, Hybrid, Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)
Transmissions: CVT; 9-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Chrysler Pacifica 13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	204
Width (in.)	80
Height (in.)	70
Wheelbase (in.)	122
Weight (lb.)	4,535
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,300
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,600

Fuel

Regular
EPA combined mpg 22

Dodge Challenger

The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy but access is awkward. Performance packages include a 485-hp, 6.4-liter V8, and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-path detection, and forward-collision warning. Reliability has dropped to much below average.

OVERALL SCORE 54	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	⊙
ROAD TEST SCORE	70
CRASH PREVENTION	Opt.

Base Price: $26,995-$62,495
Body Styles: coupe
Trim Lines: SXT, R/T, R/T Plus, SRT
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.4-liter V8 (485 hp); 6.2-liter V8 supercharged (707 hp)
Transmissions: 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Challenger 13	14	15
Engine Major	⊙	◒	⊙
Engine Minor	⊙	●	⊙
Engine Cooling	○	⊙	⊙
Transmission Major	◒	●	⊙
Transmission Minor	◒	⊙	⊙
Drive System	◒	⊙	⊙
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	◒	⊙	⊙
Suspension	◓	◓	⊙
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	⊙	◓	◓
Noises/Leaks	●	⊙	⊙
Body Hardware	◓	⊙	◓
Power Equipment	⊙	●	⊙
In-Car Electronics	●	⊙	⊙
USED CAR VERDICTS	●	●	⊙
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	198
Width (in.)	76
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	4,190
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
CR overall mpg 20

Dodge Charger

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, while the 370-hp 5.7-liter Hemi V8 packs more punch, at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Forward-collision warning, which can slow or bring the vehicle to a full stop to avoid a collision, is available. The well-designed Uconnect touch-screen infotainment system is optional. Reliability has remained much below average.

OVERALL SCORE 61-62

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	82-85
CRASH PREVENTION	Opt.

Base Price: $27,995-$65,945
Body Styles: sedan
Trim Lines: SE, SXT, R/T, SRT
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 5.7-liter V8 (370 hp); 6.4-liter V8 (485 hp); 6.2-liter V8 supercharged (707 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Charger 13	14	15
Engine Major	◓	●	★
Engine Minor	◓	●	★
Engine Cooling	○	●	★
Transmission Major	◓	●	★
Transmission Minor	◓	◓	★
Drive System	●	●	★
Fuel System	◓	●	★
Electrical	●	●	★
Climate System	◓	○	★
Suspension	◓	●	★
Brakes	○	●	★
Exhaust	◓	●	★
Paint/Trim	●	●	★
Noises/Leaks	●	●	★
Body Hardware	◓	●	★
Power Equipment	●	●	★
In-Car Electronics	●	○	★
USED CAR VERDICTS	●	○	★

NEW CAR PREDICTION Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	198
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	120
Weight (lb.)	4,335
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
CR overall mpg 20-22

Dodge Dart

Despite some recent updates, the compact Dart still falls short of the big leagues. Strong points include taut handling and a composed ride. In addition, the front cabin is quite spacious and the Uconnect infotainment system on the upper trims is one of the better ones. Despite improvements, the rear-seat accommodations don't measure up to the class. The 2.4-liter four-cylinder is mated to a smooth six-speed automatic. This combo returned 27 mpg overall in our tests, unimpressive by class standards. Though it lacks refinement, this engine is a better choice than the sluggish base 2.0-liter (which got the same mileage) or the 1.4-liter turbo that's linked to the dual-clutch transmission. Reliability has been well below average. The Dart will be discontinued after the 2017 model year.

OVERALL SCORE 53

PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	68
CRASH PREVENTION	NA

Base Price: $16,995-$24,395
Body Styles: sedan
Trim Lines: SXT Sport, Turbo, GT Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.0-liter 4 (160 hp); 2.4-liter 4 (184 hp)
Transmissions: 6-speed sequential; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Dart 13	14	15
Engine Major	◓	●	★
Engine Minor	○	◓	★
Engine Cooling	●	◓	★
Transmission Major	○	●	★
Transmission Minor	●	○	★
Drive System	◓	●	★
Fuel System	●	◓	★
Electrical	◓	●	★
Climate System	○	●	★
Suspension	◓	●	★
Brakes	●	●	★
Exhaust	●	●	★
Paint/Trim	●	◓	★
Noises/Leaks	◓	○	★
Body Hardware	●	●	★
Power Equipment	●	○	★
In-Car Electronics	●	●	★
USED CAR VERDICTS	●	◒	★

NEW CAR PREDICTION Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	106
Weight (lb.)	3,260
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 27

Dodge Durango

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional Uconnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside, but a rear-view camera is standard on all but the lowest trim lines. Reliability has been average.

Base Price: $30,495-$44,595
Body Styles: 4-door SUV
Trim Lines: SXT, SXT Plus, Limited, R/T, Citadel
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.6-liter V6 (290 hp); 5.7-liter V8 (360 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	200
Width (in.)	76
Height (in.)	71
Wheelbase (in.)	120
Weight (lb.)	5,105
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,200
Cargo Volume, cu.ft.	44
Towing Capacity (lb.)	6,200

Fuel

Regular
CR overall mpg 18

OVERALL SCORE 76	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	●
ROAD TEST SCORE	83
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Durango 13	14	15
Engine Major	●	●	●
Engine Minor	●	◓	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	○	◓	●
Body Hardware	◓	●	●
Power Equipment	◒	●	◓
In-Car Electronics	○	◒	◓
USED CAR VERDICTS	○	◒	●
NEW CAR PREDICTION		Average ○	

Dodge Grand Caravan

The Dodge Grand Caravan continues on, as its corporate sibling Chrysler Town & Country is redesigned, complete with a new name: Pacifica. The Dodge will offer a lower price point, but there is no escaping that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, the fuel economy is lousy at just 17 mpg overall-the worst among all minivans. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will likely be available on this minivan, already the cheapest one on the market.

Base Price: $22,595-$31,495
Body Styles: minivan extended
Trim Lines: American Value, SE, SXT, R/T
Drive Wheels: Front
Seating: 2 front, 2 rear, 3 third
Engines: 3.6-liter V6 (283 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	203
Width (in.)	79
Height (in.)	68
Wheelbase (in.)	121
Weight (lb.)	4,685
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	61.5
Towing Capacity (lb.)	3,600

Fuel

Regular
CR overall mpg 17

OVERALL SCORE 62	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◒
ROAD TEST SCORE	72
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Grand Caravan 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	○	◓	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	◓	●
Suspension	●	●	●
Brakes	○	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	○	●
Body Hardware	◓	●	●
Power Equipment	●	○	●
In-Car Electronics	○	○	●
USED CAR VERDICTS	●	○	●
NEW CAR PREDICTION		Average ○	

Dodge Journey

Don't start believing in the Dodge Journey. On paper, this midsized SUV may sound compelling, but in our tests, we found that it has a confining interior, lacks agility, and the V6 delivers the worst fuel economy in its class. Add to that, it suffers from well-below average reliability and poor performance in IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere--even at the airport rental lot.

Base Price: $20,995-$33,695
Body Styles: 4-door SUV
Trim Lines: American Value, SE, SXT, Crossroad, Limited, R/T
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)
Transmissions: 4-speed automatic; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	68
Wheelbase (in.)	114
Weight (lb.)	4,410
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,165
Cargo Volume, cu.ft.	37
Towing Capacity (lb.)	2,500

Fuel

Regular
CR overall mpg 16

OVERALL SCORE	45
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	64
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Dodge Journey 13	14	15
Engine Major	⊙	⊙	*
Engine Minor	⊙	⊙	*
Engine Cooling	⊙	⊙	*
Transmission Major	⊙	⊙	*
Transmission Minor	⊙	⊙	*
Drive System	◓	○	*
Fuel System	⊙	◓	*
Electrical	⊙	⊙	*
Climate System	◓	⊙	*
Suspension	⊙	○	*
Brakes	⊙	○	*
Exhaust	⊙	⊙	*
Paint/Trim	⊙	◒	*
Noises/Leaks	●	◒	*
Body Hardware	⊙	◓	*
Power Equipment	◒	○	*
In-Car Electronics	●	●	*
USED CAR VERDICTS	◒	●	*

NEW CAR PREDICTION Much worse than average ●

Fiat 124

With the Fiat 124 Spider, Mazda and Fiat have collaborated to share the latest MX-5 Miata roadster platform. But the Spider is more than a rebadged Miata. It carries a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. While that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more torque and horsepower. The 124 is longer than the Miata and has a more-upscale interior. Suspension geometry is the same, but Fiat has different tuning in order to deliver ride and handling that reflects the brand. The Fiat will be built at Mazda's plant in Japan and goes on sale in summer 2016.

Base Price: $24,995-$28,195
Body Styles: convertible
Trim Lines: Classica, Lusso, Abarth
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	160
Width (in.)	69
Height (in.)	49
Wheelbase (in.)	91
Weight (lb.)	2,435
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	5
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 30

OVERALL SCORE	NA
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	⊙*
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION New

Fiat 500

The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, while the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.

Base Price: $16,995-$31,800
Body Styles: 2-door hatchback; convertible
Trim Lines: Pop, Sport, Lounge, Turbo, Abarth, e
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (101 hp); .0-liter electric (111 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (160 hp)
Transmissions: 5-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	140
Width (in.)	64
Height (in.)	60
Wheelbase (in.)	91
Weight (lb.)	2,415
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	750
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Regular or premium or electric
CR overall mpg 28-34

OVERALL SCORE 39-52	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	52-66
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Fiat 500		
	13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	○	⊙	⊙
Engine Cooling	⊙	⊙	⊙
Transmission Major	◓	⊙	⊙
Transmission Minor	○	⊙	⊙
Drive System	◒	◓	◓
Fuel System	◓	⊙	⊙
Electrical	◓	⊙	◓
Climate System	⊙	⊙	⊙
Suspension	●	⊙	◓
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	◓	◓	○
Noises/Leaks	●	⊙	◓
Body Hardware	◓	⊙	◓
Power Equipment	◒	◒	⊙
In-Car Electronics	○	●	◓
USED CAR VERDICTS	●	○	●

NEW CAR PREDICTION Much worse than average ●

Fiat 500L

This Italian confection feels undercooked and has several significant flaws. It earned a dismal road test score, thanks in part to a stiff ride, flat seats, and an odd driving position. No surprise, owner satisfaction is low--meaning a strong percentage of owners wish they hadn't bought this hatchback. The 500L also has the worst reliability of any new car in our recent survey. If that still isn't enough to dissuade you, it scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in turn, handles securely at its limit, and has a roomy cabin. But it would take more those virtues for this to earn a place on a smart-shopper's list.

Base Price: $19,495-$24,795
Body Styles: 4-door hatchback
Trim Lines: Pop, Easy, Trekking, Urbana, Lounge
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed sequential; 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	66
Wheelbase (in.)	103
Weight (lb.)	3,330
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	22.5
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 27

OVERALL SCORE 31	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	50
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Fiat 500L		
	13	14	15
Engine Major		◓	✶
Engine Minor		◓	✶
Engine Cooling		⊙	✶
Transmission Major		◒	✶
Transmission Minor		●	✶
Drive System		◓	✶
Fuel System		⊙	✶
Electrical		◓	✶
Climate System		⊙	✶
Suspension		◒	✶
Brakes		◓	✶
Exhaust		⊙	✶
Paint/Trim		⊙	✶
Noises/Leaks		◓	✶
Body Hardware		⊙	✶
Power Equipment		●	✶
In-Car Electronics		●	✶
USED CAR VERDICTS		●	✶

NEW CAR PREDICTION Much worse than average ●

Fiat 500X

With its adorable styling you almost want to hug this latest Fiat. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair, and a number of upscale features, such as heated seats, blind-spot warning, and lane-departure warning, are available.

Base Price: $20,000-$29,235
Body Styles: 4-door SUV
Trim Lines: Pop, Easy, Trekking, Lounge, Trekking Plus
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 6-speed manual; 9-speed automatic

OVERALL SCORE 39	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	○*
ROAD TEST SCORE	50
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	64
Wheelbase (in.)	101
Weight (lb.)	3,280
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	1,080
Cargo Volume, cu.ft.	19.5
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 23

Ford C-MAX

Based on the compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's new Sync 3 infotainment system is standard. Reliability has improved to average.

Base Price: $24,170-$31,770
Body Styles: wagon
Trim Lines: Hybrid SE, Hybrid SEL, Energi
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 + electric (188 hp); 2.0-liter 4 hybrid (188 hp)
Transmissions: CVT

OVERALL SCORE 69	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	77
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Ford C-MAX 13	14	15
Engine Major	●	●	★
Engine Minor	●	●	★
Engine Cooling	●	●	★
Transmission Major	●	●	★
Transmission Minor	●	●	★
Drive System	◓	◓	★
Fuel System	◓	●	★
Electrical	◓	●	★
Climate System	●	●	★
Suspension	●	●	★
Brakes	●	●	★
Exhaust	●	●	★
Paint/Trim	●	●	★
Noises/Leaks	○	○	★
Body Hardware	●	●	★
Power Equipment	●	○	★
In-Car Electronics	●	◒	★
USED CAR VERDICTS	◒	○	★
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	174
Width (in.)	72
Height (in.)	64
Wheelbase (in.)	104
Weight (lb.)	3,615
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	28
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg (gas/elec.) 37/94

Ford Edge

New and vastly improved, the second-generation Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The quiet cabin wouldn't be out of place in a luxury car. Roomy interior provides comfortable quarters, front and rear, while also delivering generous cargo space. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic. Front- and all-wheel drive is available. Safety options include blind-spot monitoring, forward and rear-view cameras, and cross-traffic alert.

OVERALL SCORE 76	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓
ROAD TEST SCORE	84
CRASH PREVENTION	Opt.

Base Price: $28,700-$40,900
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Titanium, Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 3.5-liter V6 (280 hp); 2.7-liter V6 turbo (315 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Edge 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	●	●	*
Drive System	●	●	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	◓	●	*
Suspension	◓	●	*
Brakes	◓	●	*
Exhaust	●	●	*
Paint/Trim	●	●	*
Noises/Leaks	◓	●	*
Body Hardware	●	●	*
Power Equipment	○	●	*
In-Car Electronics	◒	◓	*
USED CAR VERDICTS	○	●	*
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	188
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	112
Weight (lb.)	4,205
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	39
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 21

Ford Escape

For 2017 the Ford Escape gets some major updates, including new 1.5- and 2.0-liter turbocharged engines with start/stop capability, and advanced safety features such as forward-collision warning with automatic braking. The fleet-footed Escape has impressive handling prowess, which makes it one of the most entertaining to drive models in the small-SUV class. It also has a comfortable ride and a quiet interior. The impressive Sync 3 system is standard, replacing the old MyFord Touch infotainment system. One new feature is SYNC Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS.

OVERALL SCORE 65-68	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	○
ROAD TEST SCORE	75-79
CRASH PREVENTION	Opt.

Base Price: $23,600-$32,145
Body Styles: 4-door SUV
Trim Lines: S, SE, Titanium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (168 hp); 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Escape 13	14	15
Engine Major	◓	●	●
Engine Minor	◓	●	●
Engine Cooling	◓	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	◓	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	○	◓	●
Body Hardware	◓	●	●
Power Equipment	◒	●	●
In-Car Electronics	●	○	◓
USED CAR VERDICTS	●	○	◓
NEW CAR PREDICTION		Worse than average ◒	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	178
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	3,885
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	35
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 22

Ford Expedition

This imposing SUV's 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating. And that's where the fun stops. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. Sync 3 has replaced the much-maligned MyFord Touch infotainment system. Reliability is now much above average but the Expedition scored too low for us to recommend.

Base Price: $46,255-$68,996
Body Styles: 4-door SUV; extended SUV
Trim Lines: XLT, Limited, King Ranch, XLT EL, Limited EL, King Ranch EL, Platinum
Drive Wheels: Rear or selectable 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 67	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	61
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Expedition 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	○	●	●
Brakes	◓	●	◓
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	○	◓	●
Body Hardware	●	●	●
Power Equipment	◓	○	●
In-Car Electronics	◒	●	○
USED CAR VERDICTS	○	○	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	221
Width (in.)	79
Height (in.)	79
Wheelbase (in.)	131
Weight (lb.)	6,265
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,440
Cargo Volume, cu.ft.	71
Towing Capacity (lb.)	9,100

Fuel

Regular
CR overall mpg: 14

Ford Explorer

While it is roomy and has a livable third-row seat, the Explorer still trails the competition. Handling is ungainly, the ride is not entirely settled, and the non-turbo V6 powertrain is unrefined. For its 2016 model year freshening, Ford gave the Explorer new optional safety systems, a 2.3-liter turbo four-cylinder engine, revised front and rear fascias, and a new Platinum top trim level. Also new are front and rear 180-degree cameras that have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive onscreen touch-sensitive buttons and controls.

Base Price: $31,160-$53,235
Body Styles: 4-door SUV
Trim Lines: Base, XLT, Limited, Sport, Platinum
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.3-liter 4 turbo (280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 64	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	67
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Explorer 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	◓	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	○	◓	◓
Noises/Leaks	◓	○	◓
Body Hardware	◓	●	●
Power Equipment	◓	◓	●
In-Car Electronics	◒	●	◓
USED CAR VERDICTS	○	○	◓

NEW CAR PREDICTION: Average ○

FACTS & FIGURES

Exterior Dimensions

Length (in.)	198
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	113
Weight (lb.)	4,780
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,280
Cargo Volume, cu.ft.	42
Towing Capacity (lb.)	5,000

Fuel

Regular
CR overall mpg: 18

Ford F-150

Ford's big-selling pickup truck uses an all-aluminum body, which saves about 700 pounds over steel. Powertrain choices include a 3.5-liter V6, 2.7- or 3.5-liter turbo V6s, and a 5.0-liter V8, each paired with a six-speed automatic. We tested the 2.7- and 3.5-liter turbo engines, and each delivered abundant power. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The cabin is very quiet, but the ride is jittery and handling is rather ponderous. New safety offerings include lane-departure warning and blind-spot detection. Other notable features include a 360-degree-view camera and integrated loading ramps. Reliability of the redesign has been above average.

OVERALL SCORE 76-77	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	⊙
ROAD TEST SCORE	78-80
CRASH PREVENTION	Opt.

Base Price: $26,540-$62,310
Body Styles: regular cab; extended cab; crew cab
Trim Lines: XL, XLT, Lariat, King Ranch, Platinum
Drive Wheels: Rear, part-time, or selectable 4WD
Seating: 3 front, 3 rear
Engines: 3.5-liter V6 (282 hp); 2.7-liter V6 turbo (325 hp); 3.5-liter V6 turbo (365 hp); 5.0-liter V8 (385 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Ford F-150 13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	⊙	⊙	⊙
Engine Cooling	⊙	⊙	⊙
Transmission Major	⊙	⊙	⊙
Transmission Minor	⊙	⊙	⊙
Drive System	◓	⊙	⊙
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	⊙	⊙	⊙
Suspension	⊙	⊙	⊙
Brakes	○	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	⊙	⊙	⊙
Noises/Leaks	◓	◓	⊙
Body Hardware	⊙	⊙	⊙
Power Equipment	◓	⊙	⊙
In-Car Electronics	○	◓	⊙
USED CAR VERDICTS	○	○	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	232
Width (in.)	80
Height (in.)	77
Wheelbase (in.)	145
Weight (lb.)	5,025
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,925
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	10,700

Fuel

Regular
CR overall mpg 16-17

Ford Fiesta

This subcompact has agile handling that makes it fun to drive, as well as a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. Other choices include a 1.0-liter, three-cylinder turbo and the sporty Fiesta ST that is truly a treat to drive if your kidneys can handle the stiff ride. Sync 3 has replaced the troublesome MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.

OVERALL SCORE 42-50	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	64-74
CRASH PREVENTION	NA

Base Price: $14,580-$21,460
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, Titanium, ST
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (120 hp); 1.0-liter 3 turbo (123 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 6-speed sequential; 5-speed manual; 6-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Fiesta 13	14	15
Engine Major	⊙	⊙	✶
Engine Minor	○	⊙	✶
Engine Cooling	⊙	⊙	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	◓	○	✶
Fuel System	⊙	◓	✶
Electrical	⊙	⊙	✶
Climate System	⊙	◓	✶
Suspension	⊙	⊙	✶
Brakes	⊙	⊙	✶
Exhaust	⊙	⊙	✶
Paint/Trim	◓	⊙	✶
Noises/Leaks	●	◓	✶
Body Hardware	⊙	⊙	✶
Power Equipment	○	◓	✶
In-Car Electronics	○	◓	✶
USED CAR VERDICTS	●	●	✶
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	174
Width (in.)	68
Height (in.)	58
Wheelbase (in.)	98
Weight (lb.)	2,665
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 29-35

Ford Flex

The boxy Flex combines SUV-like versatility with near-carlike driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 has been updated and gets 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of just 1 mpg overall. Sync 3 has replaced the complicated and distracting MyFord Touch infotainment system.

Base Price: $29,600-$42,600
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	202
Width (in.)	80
Height (in.)	68
Wheelbase (in.)	118
Weight (lb.)	4,820
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	47.5
Towing Capacity (lb.)	4,500

Fuel

Regular or premium
CR overall mpg 18

OVERALL SCORE 71	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	73
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Flex 13	14	15
Engine Major	⊙	⊙	✶
Engine Minor	⊙	⊙	✶
Engine Cooling	⊙	⊙	✶
Transmission Major	⊙	⊙	✶
Transmission Minor	⊙	⊙	✶
Drive System	⊙	◓	✶
Fuel System	◓	⊙	✶
Electrical	⊙	⊙	✶
Climate System	⊙	⊙	✶
Suspension	⊙	⊙	✶
Brakes	⊙	◓	✶
Exhaust	⊙	⊙	✶
Paint/Trim	○	⊙	✶
Noises/Leaks	◓	⊙	✶
Body Hardware	○	⊙	✶
Power Equipment	●	⊙	✶
In-Car Electronics	●	○	✶
USED CAR VERDICTS	○	◓	✶

NEW CAR PREDICTION Average ○

Ford Focus

Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple ride. The cabin is quiet, with good-quality materials for the class. But the cabin is narrow compared to newer competitors. An new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall. A rear-view camera is now standard. Sync 3 has replaced the problematic MyFord Touch infotainment system. The sporty ST version is quick, fun, and sounds thrilling, while the new high-performance AWD RS uses a 350-hp turbo four-cylinder. Reliability has remained well below average.

Base Price: $17,225-$29,170
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, Titanium, ST, Electric, RS
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); Electric (143 hp); 2.0-liter 4 (160 hp); 2.0-liter 4 turbo (252 hp); 2.3-liter 4 turbo (350 hp)
Transmissions: 6-speed sequential; 5-speed manual; 6-speed manual; 1-speed direct; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	179
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	104
Weight (lb.)	2,990
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular, premium, or electric
CR overall mpg 25-107

OVERALL SCORE 48-55	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	62-74
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Focus 13	14	15
Engine Major	⊙	⊙	◓
Engine Minor	⊙	⊙	◓
Engine Cooling	⊙	⊙	⊙
Transmission Major	●	○	⊙
Transmission Minor	●	●	⊙
Drive System	○	⊙	⊙
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	⊙	⊙	⊙
Suspension	◓	◓	⊙
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	◓	◓	⊙
Noises/Leaks	◓	◓	⊙
Body Hardware	⊙	⊙	⊙
Power Equipment	○	⊙	⊙
In-Car Electronics	◒	◓	⊙
USED CAR VERDICTS	●	●	○

NEW CAR PREDICTION Much worse than average ●

Ford Fusion

The Fusion is a delight to drive, with a supple ride and handling rivaling that of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin, and comfortable seats. But the rear seat is somewhat snug. Most Fusions get either a 1.5- or 2.0-liter turbo four-cylinder matched with a six-speed automatic. A new performance model, the V6 Sport, equipped with all-wheel drive and a 325-hp, 2.7-liter EcoBoost is new for 2017. Plus, there's also a Fusion Hybrid and the Fusion Energi plug-in hybrid, both of which receive more efficient electric motors for 2017. The Fusion's interior sees the adoption of a rotary shift dial and the availability of Ford's new-and-improved Sync 3 infotainment system.

OVERALL SCORE 75-77	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	78-81
CRASH PREVENTION	Opt.

Base Price: $22,495-$41,120
Body Styles: sedan
Trim Lines: S, SE, S Hybrid, SE Hybrid, Titanium, Titanium Hybrid, Sport, Energi SE, Platinum, Energi Titanium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (231 hp); 2.7-liter V6 turbo (325 hp)
Transmissions: CVT; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,615
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	2,000

Fuel

Regular
CR overall mpg 22-39

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Fusion 13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	◓	●	●
Electrical	●	●	●
Climate System	◓	◓	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	○	●	●
Noises/Leaks	◓	◓	●
Body Hardware	◓	●	●
Power Equipment	○	●	●
In-Car Electronics	●	◓	●
USED CAR VERDICTS	◒	◓	●
NEW CAR PREDICTION		Average ○	

Ford Mustang

The Mustang enters the modern age with an independent rear suspension. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8. We found the slick six-speed manual particularly satisfying, and the automatic works well. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Handling is balanced, and the firm ride is well controlled. Safety gear includes blind-spot detection with rear cross-traffic alert. Ford has added the Sync 3 infotainment system, replacing the inferior MyFord Touch system, and a high-performance GT 350 trim has been added to the lineup. Reliability of the redesign has been below average.

OVERALL SCORE 59-64	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	76-84
CRASH PREVENTION	Opt.

Base Price: $24,645-$63,095
Body Styles: 2-door hatchback; convertible
Trim Lines: Base, Premium, GT, GT Premium, GT 350, GT 350R
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 3.7-liter V6 (300 hp); 2.3-liter 4 turbo (310 hp); 5.0-liter V8 (435 hp); 5.2-liter V8 (526 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	188
Width (in.)	75
Height (in.)	54
Wheelbase (in.)	107
Weight (lb.)	3,845
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	670
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
CR overall mpg 19-25

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Mustang 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	◓	◓	◓
Fuel System	◓	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	○	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	◓	●
Noises/Leaks	◒	○	○
Body Hardware	◓	◓	◓
Power Equipment	◓	◓	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	●	○	●
NEW CAR PREDICTION		Much worse than average ●	

Ford Taurus

Putting styling ahead of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rear-view camera is standard. Reliability has improved to average, but it scored too low to recommend. Ford has replaced the the much-maligned MyFord Touch infotainment system with the new Sync 3 system, which is superior.

OVERALL SCORE 69	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	72
CRASH PREVENTION	Opt.

Base Price: $27,110-$40,275
Body Styles: sedan
Trim Lines: SE, SEL, Limited, SHO
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Ford Taurus 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	●	●	*
Drive System	●	●	*
Fuel System	○	●	*
Electrical	●	●	*
Climate System	◓	●	*
Suspension	◓	●	*
Brakes	◓	●	*
Exhaust	●	●	*
Paint/Trim	◓	◓	*
Noises/Leaks	◓	◓	*
Body Hardware	○	●	*
Power Equipment	◓	○	*
In-Car Electronics	●	◓	*
USED CAR VERDICTS	○	○	*
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	203
Width (in.)	76
Height (in.)	61
Wheelbase (in.)	113
Weight (lb.)	4,090
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	20
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
CR overall mpg 21

Ford Transit Connect

This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, you don't get power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would be more frugal.

OVERALL SCORE 69	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◒
ROAD TEST SCORE	76
CRASH PREVENTION	NA

Base Price: $22,675-$29,300
Body Styles: van; wagon
Trim Lines: XLT, XL, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 (169 hp); 1.6-liter 4 turbo (173 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	72
Height (in.)	72
Wheelbase (in.)	121
Weight (lb.)	3,580
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,270
Cargo Volume, cu.ft.	61
Towing Capacity (lb.)	2,000

Fuel

Regular
CR overall mpg 21

Genesis G80

Part of the launch of the Genesis brand is the renaming of existing models. The old Genesis will be called the G80 for 2017. For about $10,000 less than competing midsized luxury sedans, it delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are coddled in thick leather with seat heaters, and space is plentiful. Most versions come with lane-departure warning, automatic braking, cross-traffic alert, and blind-spot monitoring. Reliability has been average.

OVERALL SCORE 78	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	⊙
ROAD TEST SCORE	89
CRASH PREVENTION	Opt.

Base Price: $38,750-$53,850
Body Styles: sedan
Trim Lines: 3.8, 5.0
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Genesis 13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	⊙	⊙	⊙
Engine Cooling	⊙	⊙	⊙
Transmission Major	⊙	⊙	⊙
Transmission Minor	⊙	⊙	⊙
Drive System	⊙	⊙	◓
Fuel System	⊙	◓	⊙
Electrical	⊙	⊙	⊙
Climate System	⊙	⊙	◓
Suspension	⊙	⊙	⊙
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	◓	⊙	⊙
Noises/Leaks	○	◓	◓
Body Hardware	⊙	○	⊙
Power Equipment	◓	◓	◓
In-Car Electronics	●	◒	◒
USED CAR VERDICTS	○	⊙	○
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	197
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	119
Weight (lb.)	4,530
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 20

Genesis G90

Hyundai is kicking off its Genesis luxury brand with the G90, a large luxury sedan with two available engines: a 3.3-liter, twin-turbocharged V6 and a 5.0-liter V8. Both are mated to an eight-speed automatic, and available with optional all-wheel drive, addressing a shortcoming of the rear-drive-only Equus. The spacious cabin is bathed in soft-touch materials and flanked with wood and chrome trim. But it comes up short on wow factor, feeling more conventional than artistic. The ride is cushy and cosseting, but handling is not sporty. As is typical for this oft-chauffeur-driven class, the back seat is really the place to be. Power massaging seats and a bank of controls in the center armrest manage audio and climate settings. A complete suite of advanced safety features is also included.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./⊙

Base Price: $55,000-$70,000E
Body Styles: sedan
Trim Lines: V6, V8
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Equus 13	14	15
Engine Major	*	⊙	*
Engine Minor	*	⊙	*
Engine Cooling	*	⊙	*
Transmission Major	*	⊙	*
Transmission Minor	*	⊙	*
Drive System	*	⊙	*
Fuel System	*	⊙	*
Electrical	*	⊙	*
Climate System	*	⊙	*
Suspension	*	⊙	*
Brakes	*	⊙	*
Exhaust	*	⊙	*
Paint/Trim	*	⊙	*
Noises/Leaks	*	◒	*
Body Hardware	*	⊙	*
Power Equipment	*	○	*
In-Car Electronics	*	●	*
USED CAR VERDICTS	*	○	*
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	205
Width (in.)	75
Height (in.)	59
Wheelbase (in.)	124
Weight (lb.)	5,335
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg NA

GMC Acadia

Nearly a decade after its original introduction, the second-generation GMC Acadia has arrived with a new platform. It is seven-inches shorter, and lighter, than the old model, and should be significantly more fuel efficient. This three-row SUV continues to offer front- or all-wheel drive. A new 2.5-liter four-cylinder engine is standard, while the mainstream engine is a 310-hp, 3.6-liter V6. Available in five-, six-, or seven-passenger seating configurations, the Acadia promises to be family-friendly. The outboard second-row seats can slide and tilt forward, even with a child seat in place. A bevy of safety features are available, including forward-collision warning with automatic braking, pedestrian detection, lane warning, and blind-spot monitoring.

Base Price: $29,070-$46,920
Body Styles: 4-door SUV
Trim Lines: SL, SLE, SLT, All Terrain, Denali
Drive Wheels: Front or selectable AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	194
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	3,955
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	1,610
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	4,000

Fuel

Regular
EPA combined mpg: 20

OVERALL SCORE NA

PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	GMC Acadia 13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	◓	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	◓	◓	●
Exhaust	●	●	●
Paint/Trim	◓	◓	●
Noises/Leaks	◓	○	●
Body Hardware	◓	●	◓
Power Equipment	◓	◓	●
In-Car Electronics	●	◓	●
USED CAR VERDICTS	◒	◒	●

NEW CAR PREDICTION: Average ○

GMC Canyon

GM's midsized pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. Buyers can choose a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. A 181-hp four-cylinder turbodiesel is new for 2016. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended- and crew-cab bodystyles. Inside are the latest electronics, including the IntelliLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard. First-year reliability has been much below average.

Base Price: $20,955-$38,110
Body Styles: extended cab; crew cab
Trim Lines: Base, SLE, SLT
Drive Wheels: Rear or part-time 4WD
Seating: 2 front, 3 rear
Engines: 2.8-liter 4 turbodiesel (181 hp); 2.5-liter 4 (200 hp); 3.6-liter V6 (305 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Regular or diesel
CR overall mpg: 18

OVERALL SCORE 51

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	69
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	GMC Canyon 13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			○
Drive System			◓
Fuel System			●
Electrical			●
Climate System			○
Suspension			◓
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			○
Body Hardware			●
Power Equipment			●
In-Car Electronics			○
USED CAR VERDICTS			●

NEW CAR PREDICTION: Much worse than average ●

GMC Sierra 1500

The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride, and front seats that aren't as supportive as those in some competitors. For 2016 more versions get the eight-speed automatic, lane-keeping assist is offered, and Apple CarPlay and Android Auto are available. Reliability has been much below average.

Base Price: $27,815-$54,640
Body Styles: regular cab; extended cab; crew cab
Trim Lines: SL, SLE, SLT, All Terrain X, Denali
Drive Wheels: Rear, part-time, or selectable 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 5.3-liter V8 (365 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

OVERALL SCORE 61	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	80
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	GMC Sierra 1500		
	13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	◓	◓
Drive System	◓	◓	◓
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	◓
Noises/Leaks	○	○	◓
Body Hardware	●	◓	●
Power Equipment	●	◓	●
In-Car Electronics	●	○	○
USED CAR VERDICTS	◓	◒	●

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lb.)	5,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	11,200

Fuel

Regular
CR overall mpg: 16

GMC Terrain

Like its Chevrolet Equinox twin, the GMC Terrain straddles the small- and midsized-SUV categories. The Terrain has a taut yet supple and controlled ride, with responsive and secure handling. Both the 3.6-liter V6 and the more fuel-efficient four-cylinder engine feel sluggish and have to work hard. The reluctant transmission blunts the performance of the V6, and its gas mileage is mediocre. Visibility to the side and rear is limited. At least the rear seat is roomy. 2016 models get a standard rear-view camera and available blind-spot monitoring and rear cross-traffic alert. Reliability has been above average but the Terrain scored too low for us to recommend.

Base Price: $27,000-$35,925
Body Styles: 4-door SUV
Trim Lines: SL, SLE, SLT, Denali
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 71	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	○
ROAD TEST SCORE	68-69
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	GMC Terrain		
	13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	○	○	◓
USED CAR VERDICTS	●	◓	●

NEW CAR PREDICTION: Better than average ◓

FACTS & FIGURES

Exterior Dimensions

Length (in.)	188
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	3,945
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,095
Cargo Volume, cu.ft.	33.5
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg: 18-21

GMC Yukon

This more luxurious version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Like in the Tahoe, the third-row seat is low and tiny. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are optional. Reliability of the redesign has been much below average.

OVERALL SCORE 52

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	67
CRASH PREVENTION	Opt.

Base Price: $48,315-$68,325
Body Styles: 4-door SUV
Trim Lines: SLE, SLT, Denali
Drive Wheels: Rear or selectable 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	GMC Yukon 13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	⊙	⊙	⊙
Engine Cooling	⊙	⊙	⊙
Transmission Major	⊙	⊙	⊙
Transmission Minor	⊙	⊙	⊙
Drive System	◓	⊙	⊙
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	⊙	⊙	◓
Suspension	⊙	⊙	◓
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	◓	⊙	◓
Noises/Leaks	○	●	○
Body Hardware	○	⊙	◓
Power Equipment	⊙	⊙	◒
In-Car Electronics	⊙	⊙	○
USED CAR VERDICTS	◓	⊙	●

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lb.)	5,635
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,580
Cargo Volume, cu.ft.	47.5
Towing Capacity (lb.)	8,200

Fuel

Regular
CR overall mpg: 16

GMC Yukon XL

Consider this truck-based SUV a more luxurious Chevrolet Suburban. Unlike the shorter Yukon, the third-row seat in the XL is a bit roomier, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and six-speed automatic that returns 16 mpg and is just this side of sluggish. The Magnetic Ride Control suspension on the Denali improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade but can't make this big barge quick. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Changes for 2016 include available lane-keeping assist and Apple CarPlay capability. Reliability of the redesign has been much below average.

OVERALL SCORE 50

PREDICTED RELIABILITY	●
OWNER SATISFACTION	⊙
ROAD TEST SCORE	67
CRASH PREVENTION	Opt.

Base Price: $51,015-$71,025
Body Styles: 4-door SUV
Trim Lines: SLE, SLT, Denali
Drive Wheels: Rear, selectable 4WD, or AWD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	GMC Yukon XL 13	14	15
Engine Major	⊙	⊙	⊙
Engine Minor	⊙	⊙	○
Engine Cooling	⊙	⊙	⊙
Transmission Major	⊙	⊙	⊙
Transmission Minor	⊙	⊙	◓
Drive System	⊙	⊙	○
Fuel System	⊙	⊙	⊙
Electrical	⊙	⊙	⊙
Climate System	⊙	⊙	⊙
Suspension	⊙	⊙	◓
Brakes	⊙	⊙	⊙
Exhaust	⊙	⊙	⊙
Paint/Trim	◓	⊙	⊙
Noises/Leaks	⊙	○	○
Body Hardware	◓	⊙	⊙
Power Equipment	○	⊙	◒
In-Car Electronics	◓	○	●
USED CAR VERDICTS	◓	◓	●

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	224
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	130
Weight (lb.)	5,945
% weight front/rear	52/48

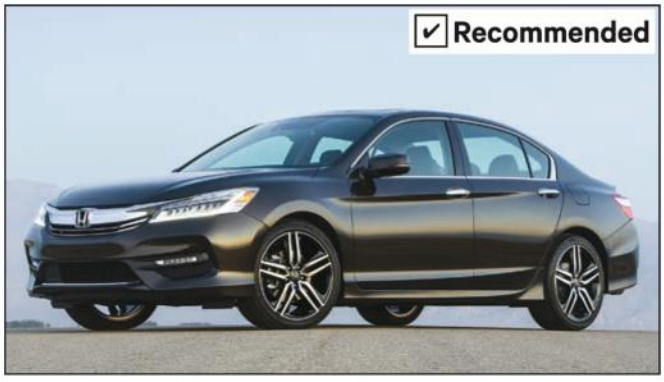
Cargo Measurement

Max. Load (lb.)	1,455
Cargo Volume, cu.ft.	62.5
Towing Capacity (lb.)	8,000

Fuel

Regular
CR overall mpg: 16

Honda Accord



Across all trim lines, the Accord is well-equipped and priced competitively–making it one of our top-rated family sedans. It handles responsively, though the ride tends to be choppy. The interior is roomy and well-finished, and the base four-cylinder engine gets 30 mpg overall with its mostly unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a very good 26 mpg overall. We didn't like Honda's unintuitive infotainment system on all but the base and Sport trims. Honda's "Lane Watch" right-side camera is an ineffective substitute for blind-spot monitoring. An all-new Hybrid arrives for 2017 and gets an EPA-rated 49 mpg city fuel economy. The Touring and Hybrid come standard with the Honda Sensing safety suite, which includes forward-collision warning and automatic emergency braking. Reliability has been above average.

OVERALL SCORE 81-82	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	84-85
CRASH PREVENTION	Opt.

Base Price: $22,355-$35,955
Body Styles: coupe; sedan
Trim Lines: LX, LX-S, Sport, EX, Hybrid, EX-L, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (185 hp); 2.4-liter 4 (189 hp); 2.0-liter 4 hybrid (212 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed manual; CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Accord 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	◓	●
In-Car Electronics	◒	◓	●
USED CAR VERDICTS	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	109
Weight (lb.)	3,245
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 26-30

Honda Civic

The Civic is substantial, refined, and capable. Both the 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, while the zesty turbo brings more fun. The automatic transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the quiet interior has a lot of storage space. However, the car's low stance means doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar, which could cause discomfort on a long drive. We didn't like Honda's unintuitive infotainment system—the only way to avoid it is to get the base trim level. Forward collision warning is available.

OVERALL SCORE 72-73	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	75-76
CRASH PREVENTION	Opt.

Base Price: $18,640-$26,500
Body Styles: coupe; sedan
Trim Lines: LX, EX, EX-L, EX-T, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (158 hp); 1.5-liter 4 turbo (174 hp)
Transmissions: 6-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Civic 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	●	●	●
Body Hardware	●	●	●
Power Equipment	●	◓	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	●	●	●
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	2,745
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 31-32

Honda CR-V

The CR-V is one of the roomiest, most functional small SUVs. The 185-hp, 2.4-liter four-cylinder returned 24 mpg overall in our tests. All but the base LX version use a distracting, difficult-to-use, and frustrating infotainment system. Handling is responsive and secure, but the ride is stiff, with bumps coming through in a pronounced way. The interior is still loud compared to other small SUVs. The rear seats are roomy, and folding them flat is a breeze. Small rear windows hurt the view out back, but the standard rearview camera helps. Reliability has been average of late. Active safety features are only available on the top Touring trim. The LaneWatch camera is no substitute for a true blind-spot monitoring system. A 2017 redesign arrives this fall.

Base Price: $23,745-$33,395
Body Styles: 4-door SUV
Trim Lines: LX, SE, EX, EX-L, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (185 hp)
Transmissions: CVT

OVERALL SCORE 69	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	73
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Honda CR-V 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	◓
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	●	◓	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	●	●	○
NEW CAR PREDICTION			Average ○

FACTS & FIGURES

Exterior Dimensions

Length (in.)	179
Width (in.)	72
Height (in.)	65
Wheelbase (in.)	103
Weight (lb.)	3,530
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	36
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg 24

Honda CR-Z

The CR-Z is a rather unimpressive two-seat hybrid that's based on the previous-generation Fit. It uses a 1.5-liter four-cylinder gas engine that makes 130 hp. Electric power is used to enhance performance, and acceleration is further enlivened by a Sport mode. We got 35 mpg overall in our tests, which isn't terribly impressive for a small hybrid. The engine shuts off at idle but that also kills the A/C, which is maddening in the summer. Handling is not very sporty and the ride is rather jumpy. Visibility to the rear is severely compromised. A rear-view camera is standard on all trim lines. 2016 will be the final year for the CR-Z.

Base Price: $20,295-$25,090
Body Styles: 2-door hatchback
Trim Lines: Base, EX, EX-L
Drive Wheels: Front
Seating: 2 front
Engines: 1.5-liter 4 hybrid (130 hp)
Transmissions: 6-speed manual; CVT

OVERALL SCORE 58	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	54
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			NA

FACTS & FIGURES

Exterior Dimensions

Length (in.)	161
Width (in.)	69
Height (in.)	55
Wheelbase (in.)	96
Weight (lb.)	2,635
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	400
Cargo Volume, cu.ft.	25
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 35

Honda Fit

The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi-configurable seating, the Fit delivers versatility similar to a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters, while the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. Reliability of the redesign has been average.

OVERALL SCORE 67	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	67
CRASH PREVENTION	NA

Base Price: $15,890-$21,165
Body Styles: 4-door hatchback
Trim Lines: LX, EX, EX-L
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (130 hp)
Transmissions: 6-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Fit 13	14	15
Engine Major	●		●
Engine Minor	●		●
Engine Cooling	●		●
Transmission Major	●		●
Transmission Minor	●		●
Drive System	●		●
Fuel System	●		●
Electrical	●		●
Climate System	●		●
Suspension	●		●
Brakes	●		●
Exhaust	●		●
Paint/Trim	●		◓
Noises/Leaks	●		●
Body Hardware	●		●
Power Equipment	●		●
In-Car Electronics	●		◓
USED CAR VERDICTS	●		○
NEW CAR PREDICTION			Average ○

FACTS & FIGURES

Exterior Dimensions

Length (in.)	160
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	99
Weight (lb.)	2,625
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 33

Honda HR-V

Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is also louder and the ride is stiffer. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the CVT. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls.

OVERALL SCORE 66	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	66
CRASH PREVENTION	NA

Base Price: $19,215-$25,990
Body Styles: 4-door SUV
Trim Lines: LX, EX, EX-L
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			New

NO DATA NEW MODEL

FACTS & FIGURES

Exterior Dimensions

Length (in.)	169
Width (in.)	70
Height (in.)	63
Wheelbase (in.)	103
Weight (lb.)	3,045
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	32
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 29

Honda Odyssey

This versatile and capable hauler combines clever and generous packaging with responsive handling and a supple ride--surprising for a minivan. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned 21 mpg overall in our tests. The Odyssey can seat eight in relative comfort, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection are not what one would expect at this price, and AWD isn't available. Expect a redesigned Odyssey to debut by the end of 2016.

OVERALL SCORE 78	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	84
CRASH PREVENTION	Opt.

Base Price: $29,400-$44,875
Body Styles: minivan
Trim Lines: LX, EX, SE, EX-L, Touring, Touring Elite
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (248 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Odyssey 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	◓	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	●	◓	●
Noises/Leaks	◓	◒	◓
Body Hardware	●	●	●
Power Equipment	●	◓	◓
In-Car Electronics	●	◓	●
USED CAR VERDICTS	○	○	◓
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	203
Width (in.)	79
Height (in.)	68
Wheelbase (in.)	118
Weight (lb.)	4,530
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,340
Cargo Volume, cu.ft.	61.5
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 21

Honda Pilot

The redesigned 2016 Pilot is quicker, quieter, more fuel-efficient, and more contemporary looking. It keeps its three-row seating configuration and extremely functional interior, but gone are the cheap plastics of the previous generation. Power comes from a slick 3.5-liter V6 that is now rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride comfortable, but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift smoothly and is stuck with an unintuitive electronic shifter. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes forward-collision warning with automatic braking.

OVERALL SCORE 76	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	80
CRASH PREVENTION	Opt.

Base Price: $30,145-$46,570
Body Styles: 4-door SUV
Trim Lines: LX, EX, EX-L, Touring, Elite
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Pilot 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	◓
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	○	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	○	◓	●
Body Hardware	◓	●	●
Power Equipment	◓	●	◓
In-Car Electronics	◓	●	◓
USED CAR VERDICTS	○	●	◒
NEW CAR PREDICTION		New	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	111
Weight (lb.)	4,280
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,340
Cargo Volume, cu.ft.	48
Towing Capacity (lb.)	5,000

Fuel

Regular
CR overall mpg 20

Honda Ridgeline

After a two model-year hiatus, Honda's unconventional pickup has returned as a 2017 model. Still built on the same platform as the Honda Pilot, the new Ridgeline looks more conventional. It retains the unit-body construction and the dual-action tailgate that can swing sideways for easier bed access or fold down in traditional fashion. It also keeps the lockable "trunk" space below the bed floor. The standard powertrain is a slick 280-hp, 3.5-liter V6 engine mated to a six-speed automatic transmission. Front- or all-wheel drive will be available. Ride and handling are more civilized than conventional pickup trucks. The available Honda Sensing safety system includes forward-collision warning with automatic braking.

Base Price: $29,475-$42,870
Body Styles: crew cab
Trim Lines: RT, RTS, Sport, RTL, RTL-T, RTL-E, Black Edition
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Honda Ridgeline 13	14	15
Engine Major	●	●	
Engine Minor	●	●	
Engine Cooling	●	●	
Transmission Major	●	●	
Transmission Minor	●	●	
Drive System	●	●	
Fuel System	●	●	
Electrical	●	●	
Climate System	●	●	
Suspension	●	●	
Brakes	●	●	
Exhaust	●	●	
Paint/Trim	●	◓	
Noises/Leaks	○	○	
Body Hardware	●	◓	
Power Equipment	◓	●	
In-Car Electronics	●	●	
USED CAR VERDICTS	●	◓	
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	210
Width (in.)	79
Height (in.)	71
Wheelbase (in.)	125
Weight (lb.)	4,430
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,585
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	5,000

Fuel

Regular
EPA combined mpg 21

Hyundai Accent

The entry-level Accent subcompact is available as a basic yet sensible sedan or hatchback. The sedan with the smooth and responsive automatic attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. That isn't such great fuel economy, considering the new larger, more substantial Elantra gets 33 mpg overall. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. The controls are straightforward. Reliability has been above average, but we cannot recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.

Base Price: $14,745-$17,495
Body Styles: 4-door hatchback; sedan
Trim Lines: SE, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (137 hp)
Transmissions: 6-speed manual; 6-speed automatic

OVERALL SCORE 62-64	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◒
ROAD TEST SCORE	65-68
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Accent 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	●	●	*
Drive System	●	●	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	●	●	*
Suspension	●	○	*
Brakes	●	●	*
Exhaust	●	●	*
Paint/Trim	○	○	*
Noises/Leaks	◓	●	*
Body Hardware	◓	◓	*
Power Equipment	●	○	*
In-Car Electronics	●	●	*
USED CAR VERDICTS	●	◓	*
NEW CAR PREDICTION		Better than average ◓	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	67
Height (in.)	57
Wheelbase (in.)	101
Weight (lb.)	2,550
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 31-32

Hyundai Elantra

The redesigned 2017 Elantra is relatively roomy, sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned 33 mpg overall in our tests, but it provides leisurely acceleration and tends to buzz unpleasantly as revs increase. The Eco trim's 1.4-liter turbo four-cylinder, which is mated to a new seven-speed automated-manual gearbox, feels more responsive, but comes with a $3,000 price premium. While handling is secure there isn't much excitement found when driving the Elantra. The ride is mostly unobjectionable, but loses its composure over large bumps. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features are available and Apple CarPlay and Android Auto are supported.

OVERALL SCORE 66	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	66
CRASH PREVENTION	Opt.

Base Price: $17,150-$22,350
Body Styles: sedan
Trim Lines: SE, Eco, Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (128 hp); 2.0-liter 4 (147 hp)
Transmissions: 7-speed sequential; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Elantra 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	○	◓	●
USED CAR VERDICTS	○	●	◓
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,865
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 33

Hyundai Ioniq

Angling to take on Toyota's popular Prius, Hyundai is rolling out a compact hatchback hybrid that will be available in three flavors. In addition to the regular hybrid, a plug-in hybrid version will be available, with the ability to go short distances on just electric power, and then act as a hybrid after the charge is used up. The hybrid drivetrain consists of a 1.6-liter four-cylinder gasoline engine and electric drive, with a total output of 139 hp. Unlike most hybrids, which use a continuously variable transmission, the Ioniq will employ a six-speed automated-manual transmission, which operates unobtrusively and makes the car feel familiar and conventional. The third version will be a fully electric vehicle, with a 28 kWh battery and a claimed range of 110 miles.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $25,000-$35,000E
Body Styles: 4-door hatchback
Trim Lines: Hybrid, Plug-in Hybrid, Electric
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential; 1-speed direct

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	176
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	NA
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	27
Towing Capacity (lb.)	NR

Fuel

Regular or electric
EPA combined mpg NA

Hyundai Santa Fe

The freshened 2017 Santa Fe is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones. Reliability has dropped to below average.

OVERALL SCORE 68	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◓
ROAD TEST SCORE	81
CRASH PREVENTION	Opt.

Base Price: $30,800-$41,150
Body Styles: 4-door SUV
Trim Lines: SE, Limited, Ultimate, Ltd Ultimate
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Santa Fe 13	14	15
Engine Major	●	●	◓
Engine Minor	●	●	◓
Engine Cooling	●	●	◓
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	◓	●
Electrical	●	●	◓
Climate System	○	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	○	●	◓
Noises/Leaks	◓	◓	●
Body Hardware	◓	●	◓
Power Equipment	○	◓	●
In-Car Electronics	○	○	●
USED CAR VERDICTS	○	○	●
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	67
Wheelbase (in.)	110
Weight (lb.)	4,210
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,295
Cargo Volume, cu.ft.	40.5
Towing Capacity (lb.)	5,000

Fuel

Regular
CR overall mpg 20

Hyundai Santa Fe Sport

Hyundai's five-passenger midsized SUV received a number of updates with its 2017 freshening, including a standard rearview camera, automatic emergency braking with pedestrian detection, and lane departure warning. It also improved from marginal to good in the IIHS small overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter four-cylinder mated to a smooth six-speed automatic. We got a very good 23 mpg overall with this drivetrain. A more powerful 2.0-liter turbo four-cylinder is also available. Handling is sound and secure, but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so. Reliability has been above average. The latest version of the Blue Link infotainment system has a feature that allows remote starting via mobile phones.

OVERALL SCORE 70	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	73
CRASH PREVENTION	Opt.

Base Price: $25,350-$38,250
Body Styles: 4-door SUV
Trim Lines: Base, 2.0T, 2.0T Ultimate
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (190 hp); 2.0-liter 4 turbo (264 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Santa Fe Sport 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	●	●	●
Fuel System	●	◓	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◒	○	◓
Body Hardware	●	●	●
Power Equipment	○	◓	●
In-Car Electronics	◒	○	●
USED CAR VERDICTS	○	◓	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	185
Width (in.)	74
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	3,760
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	930
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	2,000

Fuel

Regular
CR overall mpg 23

Hyundai Sonata

This competitive, but ho-hum, sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a 2.0-liter turbo four-cylinder is optional. Both are mated to a six-speed automatic. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. Controls are easy to reach and simple to use. Safety features include forward-collision mitigation, lane-departure warning, and blind-spot detection. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests. Reliability has been above average.

OVERALL SCORE 76-77	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	78-80
CRASH PREVENTION	Opt.

Base Price: $21,750-$34,075
Body Styles: sedan
Trim Lines: SE, Eco, Sport, Limited, Sport 2.0T, Plug-in, Plug-in Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.4-liter 4 (185 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp)
Transmissions: 7-speed sequential; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Sonata 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	○	◓	◓
USED CAR VERDICTS	●	◓	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,315
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 28-39

Hyundai Tucson

The Tucson is one of the better small SUVs available, and a huge improvement over its predecessor. The base SE version has a 2.0-liter four-cylinder engine, linked to a six-speed automatic. This version is rather slow and returned 24 mpg overall. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This quieter and quicker setup returned 26 mpg overall, but it suffers from a vibration at very low speed, such as in parking maneuvers. Otherwise, ride comfort is pliant and composed, handling is responsive and secure, and the cabin is quiet. Controls are easy to use, and the rear seat is roomy. The Tucson has optional lane-departure warning, blind-spot monitoring, and forward-collision avoidance with automatic braking.

OVERALL SCORE 73-75	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	76-79
CRASH PREVENTION	Opt.

Base Price: $22,700-$31,300
Body Styles: 4-door SUV
Trim Lines: SE, Eco, Sport, Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (164 hp); 1.6-liter 4 turbo (175 hp)
Transmissions: 7-speed sequential; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Tucson 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	◒	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	◓
Power Equipment	○	○	●
In-Car Electronics	○	○	●
USED CAR VERDICTS	◓	◓	●
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	176
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	3,595
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	970
Cargo Volume, cu.ft.	29.5
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg 24-26

Hyundai Veloster

The sporty Veloster hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automated-manual transmission. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best. Reliability has improved to average.

OVERALL SCORE 63	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◒
ROAD TEST SCORE	67
CRASH PREVENTION	NA

Base Price: $18,000-$23,950
Body Styles: 3-door hatchback
Trim Lines: Base, Turbo R-Spec, Turbo
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 (132 hp); 1.6-liter 4 (138 hp); 1.6-liter 4 turbo (201 hp)
Transmissions: 6-speed sequential; 7-speed sequential; 6-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Veloster 13	14	15
Engine Major	●	★	★
Engine Minor	◓	★	★
Engine Cooling	●	★	★
Transmission Major	●	★	★
Transmission Minor	●	★	★
Drive System	●	★	★
Fuel System	●	★	★
Electrical	●	★	★
Climate System	●	★	★
Suspension	◓	★	★
Brakes	●	★	★
Exhaust	●	★	★
Paint/Trim	●	★	★
Noises/Leaks	○	★	★
Body Hardware	●	★	★
Power Equipment	○	★	★
In-Car Electronics	●	★	★
USED CAR VERDICTS	○	★	★
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	166
Width (in.)	71
Height (in.)	55
Wheelbase (in.)	104
Weight (lb.)	2,765
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 31

Infiniti Q50

Though quick, the Q50's underwhelming driving experience damages its luxury-sports-sedan pretensions. Fit and finish, ride comfort, and noise isolation aren't up to scratch either. Handling is lackluster compared with its peers, mostly because of the dull steering. Ride comfort is unsettled and not helped by the stiff run-flat tires, and interior fit and finish is underwhelming. The cabin is roomy, and the rear seat is hospitable. But the slow-responding touch screen is frustrating to use. Reliability has been much below average, and it received a low owner-satisfaction score in our survey. 2016 brings a new engine lineup, starting with a 2.0-liter turbocharged four-cylinder and topping out with a 400-hp, 3.0-liter turbo six.

OVERALL SCORE 57	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	75
CRASH PREVENTION	Opt.

Base Price: $33,950-$49,050
Body Styles: sedan
Trim Lines: 2.0t, 2.0t Premium, 3.0t Premium, Hybrid Premium, Sport, Red Sport 400
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.5-liter V6 hybrid (360 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti Q50 13	14	15
Engine Major		●	★
Engine Minor		●	★
Engine Cooling		●	★
Transmission Major		●	★
Transmission Minor		●	★
Drive System		●	★
Fuel System		●	★
Electrical		●	★
Climate System		●	★
Suspension		◒	★
Brakes		◓	★
Exhaust		●	★
Paint/Trim		●	★
Noises/Leaks		○	★
Body Hardware		●	★
Power Equipment		◓	★
In-Car Electronics		●	★
USED CAR VERDICTS		●	★
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	188
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,835
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 21

Infiniti Q70

The Q70 sedan is very quick, with a lively 330-hp V6 and a smooth seven-speed automatic. In our tests it returned 21 mpg overall. A V8 and a V6 hybrid are also available. But we found that the transition between electric and gas mode in the hybrid is too abrupt. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well, but trails the German competitors in plushness, quietness, and interior ambiance. A roomy rear seat and easy-to-use conventional controls are positives, as are the readily-available discounts, which make the extended-length L version a particularly good deal. Blind-spot intervention, with which pro-actively prevent you from crossing a lane if there is an adjacent car, is optional.

OVERALL SCORE 78-82	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	83-90
CRASH PREVENTION	Opt.

Base Price: $49,850-$67,050
Body Styles: sedan
Trim Lines: 3.7, Hybrid, 5.6, L
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (330 hp); 3.5-liter V6 hybrid (360 hp); 5.6-liter V8 (416 hp); 5.6-liter V8 (420 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti M, Q70		
	13	14	15
Engine Major	●	✶	✶
Engine Minor	●	✶	✶
Engine Cooling	●	✶	✶
Transmission Major	●	✶	✶
Transmission Minor	●	✶	✶
Drive System	◓	✶	✶
Fuel System	●	✶	✶
Electrical	●	✶	✶
Climate System	●	✶	✶
Suspension	◒	✶	✶
Brakes	◓	✶	✶
Exhaust	●	✶	✶
Paint/Trim	◓	✶	✶
Noises/Leaks	●	✶	✶
Body Hardware	◓	✶	✶
Power Equipment	●	✶	✶
In-Car Electronics	○	✶	✶
USED CAR VERDICTS	○	✶	✶
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions
Length (in.) 195
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 114
Weight (lb.) 3,895
% weight front/rear 54/46

Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR

Fuel
Premium
CR overall mpg 21-25

Infiniti QX30

Infiniti's shortcut into the entry-level luxury SUV category, the QX30 is based on the Mercedes-Benz GLA and offers just one powertrain. Its 208-hp, 2.0-liter turbo four-cylinder is the same as found in the GLA, and is mated to a seven-speed dual-clutch automatic. Front-wheel drive is standard. All-wheel-drive versions have a slightly higher ride height, with a more-compliant suspension. The cabin incorporates some obviously Mercedes-sourced parts, as well as Infiniti features such as the InTouch infotainment system. The rear seat is cramped even for two adults, and, oddly, a power liftgate is not offered. Available safety features include adaptive cruise control, forward-collision warning with emergency braking, and blind spot warning.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $35,000-$42,000E
Body Styles: 4-door SUV
Trim Lines: Base, S
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed sequential

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,340
% weight front/rear 61/39

Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR

Fuel
Premium
EPA combined mpg . . . . . NA

Infiniti QX50

Infiniti's QX50 dates back to 2008. For 2016 it gets a freshening and a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg and knee room. But underneath, it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much for its quickness, agility, and composed ride. Carrying over is the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Modest exterior changes include LED daytime running lights, and a new styling treatments. Up-to-date safety features include blind-spot warning, lane-departure warning, lane-keeping assist, and full speed-range adaptive cruise control with forward-collision warning.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $34,450-$35,850
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (325 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	187
Width (in.)	71
Height (in.)	63
Wheelbase (in.)	113
Weight (lb.)	4,015
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	20

Infiniti QX60

The midsized QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Its 265-hp, 3.5-liter V6 and continuously variable transmission deliver smooth but just adequate acceleration and returned 19 mpg overall on premium fuel. Towing capacity is low at 3,500 pounds. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising leg support and seat comfort. Reliability has been well below average.

OVERALL SCORE 58	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	79
CRASH PREVENTION	Opt.

Base Price: $42,600-$53,450
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 hybrid (250 hp); 3.5-liter V6 (265 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti JX, QX60		
	13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	○	◒	*
Transmission Minor	◓	◓	*
Drive System	◓	●	*
Fuel System	●	●	*
Electrical	◓	●	*
Climate System	●	●	*
Suspension	●	●	*
Brakes	◓	●	*
Exhaust	●	●	*
Paint/Trim	●	●	*
Noises/Leaks	●	●	*
Body Hardware	○	◓	*
Power Equipment	◒	●	*
In-Car Electronics	●	●	*
USED CAR VERDICTS	●	●	*
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	196
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	114
Weight (lb.)	4,530
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39
Towing Capacity (lb.)	5,000

Fuel

Premium

CR overall mpg	19

Infiniti QX70

Aging but still worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes autonomous braking and forward-collision warning. The useful surround-view camera system gives a bird's-eye view while parking.

OVERALL SCORE 61	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	72
CRASH PREVENTION	Opt.

Base Price: $45,850-$47,300
Body Styles: 4-door SUV
Trim Lines: 3.7
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (325 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	76
Height (in.)	66
Wheelbase (in.)	114
Weight (lb.)	4,225
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	25.5
Towing Capacity (lb.)	2,000

Fuel

Premium
CR overall mpg 18

Infiniti QX80

A very large SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the steady, supple ride but found this big barge ungainly. Not only is handling cumbersome in everyday driving, but the QX80 doesn't shine at its limits either. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include lane-departure and blind-spot warning systems, and Infiniti's optional Backup Collision Intervention system.

OVERALL SCORE 58	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓
ROAD TEST SCORE	68
CRASH PREVENTION	Opt.

Base Price: $63,250-$88,850
Body Styles: 4-door SUV
Trim Lines: Base, Limited
Drive Wheels: Rear or permanent 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.6-liter V8 (400 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	208
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	121
Weight (lb.)	5,990
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,590
Cargo Volume, cu.ft.	49.5
Towing Capacity (lb.)	8,500

Fuel

Premium
CR overall mpg 15

Jaguar F-Pace

Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XF and new XE. The most common version, the 35t, is powered by a 340-hp, supercharged 3.0-liter V6. We found it smoothly and effortlessly produces power. The S uses a 380-hp version. A 2.0-liter turbo diesel is also available. All versions come with an eight-speed automatic and all-wheel drive. The F-Pace feels taut and nimble, which makes the driving experience lively. On smooth roads the ride is supple, though pavement cracks and seams come through with a thump. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. Active safety features are available if you opt for the vision package. The infotainment system uses a slow, fussy touch screen.

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $40,990-$69,700
Body Styles: 4-door SUV
Trim Lines: Base, Premium, Prestige, R Sport, S, First Edition
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	186
Width (in.)	87
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,340
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	5,290

Fuel

Diesel or premium
EPA combined mpg 20

Jaguar F-Type

Jaguar's two-seat F-Type coupe and convertible have had a few updates added for 2016. Rear-drive V6 models get a six-speed manual that has stiff shift action. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is new. Electric power steering replaces the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The F-Type is sporty and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the departed XK. 2016 brings a longer five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance.

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

Base Price: $65,000-$106,450
Body Styles: convertible; coupe
Trim Lines: V6, V6 S, R
Drive Wheels: Rear or AWD
Seating: 2 front
Engines: 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	176
Width (in.)	74
Height (in.)	52
Wheelbase (in.)	103
Weight (lb.)	3,520
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	420
Cargo Volume, cu.ft.	7
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 22

Jaguar XE

The new XE is an athletic compact luxury sports sedan. Base models get a 180-hp, four-cylinder diesel. A more potent 340-hp, 3.0-liter supercharged V6 mated to an eight-speed automatic is the uplevel offering, with a new 2.0-liter turbo four-cylinder arriving in 2017. Rear- and all-wheel-drive versions are available. Our brief experience indicates that the XE is agile and fun to drive, with a comfortable ride. But the interior ambiance is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. A host of advanced active safety and driver assistance features are available.

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $34,900-$51,700
Body Styles: sedan
Trim Lines: Base, Premium, Prestige, R-Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS

	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	77
Height (in.)	56
Wheelbase (in.)	112
Weight (lb.)	3,350
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NA

Fuel

Diesel or premium
EPA combined mpg 23

Jaguar XF

The redesigned XF is one of the sportiest offerings among mid-sized luxury sedans. It's taut and agile, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, and a more-powerful 380-hp version is also available. Interior ambiance is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The uplevel InControl Touch Pro system features a 10.2- or 12.3-inch touch screen. The navigation system uses memory of past drives and real-time traffic info to offer alternate routes. All models get a generous 5-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance, in an effort to alleviate concerns about reliability.

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $47,450-$65,700
Body Styles: sedan
Trim Lines: Base, Premium, Prestige, R-Sport, S
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS

	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	78
Height (in.)	58
Wheelbase (in.)	117
Weight (lb.)	4,175
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	19
Towing Capacity (lb.)	4,080

Fuel

Diesel or premium
EPA combined mpg 23

Jaguar XJ

The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But some controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly, and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. Changes for 2016 include a new infotainment system and updated styling, plus a more generous five-year/60,000-mile warranty.

Base Price: $74,400-$121,000
Body Styles: sedan
Trim Lines: Base, Portfolio, XJL Portfolio, Supercharged, XJL Supercharged, XJR
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	207
Width (in.)	75
Height (in.)	57
Wheelbase (in.)	124
Weight (lb.)	4,200
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	19

OVERALL SCORE 70	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	●*
ROAD TEST SCORE	82
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

Jeep Cherokee

The Cherokee is too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Updates for 2016 include stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been much below average.

Base Price: $23,495-$38,395
Body Styles: 4-door SUV
Trim Lines: Sport, Latitude, Limited, Trailhawk, Overland
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	4,120
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,000
Cargo Volume, cu.ft.	31
Towing Capacity (lb.)	4,500

Fuel

Regular

CR overall mpg	21-22

OVERALL SCORE 40-47	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	58-71
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Cherokee 13	14	15
Engine Major		●	●
Engine Minor		◓	●
Engine Cooling		●	●
Transmission Major		○	◒
Transmission Minor		●	●
Drive System		◒	●
Fuel System		●	●
Electrical		●	●
Climate System		●	●
Suspension		○	●
Brakes		◓	●
Exhaust		●	●
Paint/Trim		●	●
Noises/Leaks		●	○
Body Hardware		◓	●
Power Equipment		○	●
In-Car Electronics		●	○
USED CAR VERDICTS		●	●
NEW CAR PREDICTION	Much worse than average ●		

Jeep Compass

Outdated and uncompetitive, the Compass's only attractive attribute is its low price. While its ride is fairly composed, handling is unimpressive, although it is ultimately secure at its relatively low limits. The sluggish 2.4-liter four-cylinder returned a paltry 22 mpg overall. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. Controls are straightforward, but the very basic interior is austere. The high rear window makes the cabin feel claustrophobic, and the styling restricts visibility to the rear. A Poor owner-satisfaction score is another indication of how uncompetitive it is. There are far better small SUVs available.

OVERALL SCORE 43	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	●
ROAD TEST SCORE	52
CRASH PREVENTION	NA

Base Price: $19,695-$25,995
Body Styles: 4-door SUV
Trim Lines: Sport, Latitude, Limited, Altitude, High Altitude
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)
Transmissions: 5-speed manual; CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 173
Width (in.) 69
Height (in.) 65
Wheelbase (in.) 104
Weight (lb.) 3,590
% weight front/rear 55/45

Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 26.5
Towing Capacity (lb.) 1,000

Fuel
Regular
CR overall mpg 22

Jeep Grand Cherokee

We like driving the Grand Cherokee, with its solid, upscale interior; comfortable seats; and supple, controlled ride. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Updates for 2016 include engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.

OVERALL SCORE 59-61	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	80-84
CRASH PREVENTION	Opt.

Base Price: $29,995-$65,695
Body Styles: 4-door SUV
Trim Lines: Laredo, Limited, Overland, Summit, SRT, Altitude
Drive Wheels: Rear or permanent 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (470 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Grand Cherokee 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	◓	●	●
Transmission Major	●	●	●
Transmission Minor	◓	○	◓
Drive System	●	◓	●
Fuel System	◓	○	●
Electrical	●	●	●
Climate System	○	◓	●
Suspension	◓	◓	●
Brakes	◓	●	●
Exhaust	●	○	●
Paint/Trim	○	◓	●
Noises/Leaks	◒	◓	◓
Body Hardware	◓	●	●
Power Equipment	●	◒	●
In-Car Electronics	◒	●	◓
USED CAR VERDICTS	●	●	○
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 190
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,900
% weight front/rear 52/48

Cargo Measurement
Max. Load (lb.) 1,050
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,200

Fuel
Regular or diesel or premium
CR overall mpg 18-24

Jeep Patriot

Although the small Patriot SUV has a compliant ride and mostly simple controls, little else stands out other than its temptingly low price. Like the similar Jeep Compass, the Patriot is seriously outdated and outclassed by the majority of the small-SUV class. Handling borders on clumsy, although the Patriot ultimately proves secure at its limits. In our tests the sluggish 2.4-liter four-cylinder returned just 21 mpg overall, placing it at the bottom of our tested small-SUV category. Once inside, passengers will notice the narrow cabin, wide center console, low-rent interior, and small windows, which give the car a closed-in feeling. On top of all that, the cargo area is small. Reliability has dropped to below average.

Base Price: $17,695-$25,595
Body Styles: 4-door SUV
Trim Lines: Sport, Latitude, Limited, Altitude, High Altitude
Drive Wheels: Front or permanent 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)
Transmissions: 5-speed manual; CVT; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	174
Width (in.)	69
Height (in.)	67
Wheelbase (in.)	104
Weight (lb.)	3,350
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	29.5
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 21

OVERALL SCORE 40	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	●
ROAD TEST SCORE	56
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Patriot 13	14	15
Engine Major	★	●	★
Engine Minor	★	●	★
Engine Cooling	★	●	★
Transmission Major	★	●	★
Transmission Minor	★	○	★
Drive System	★	◓	★
Fuel System	★	●	★
Electrical	★	◓	★
Climate System	★	●	★
Suspension	★	●	★
Brakes	★	◒	★
Exhaust	★	●	★
Paint/Trim	★	◓	★
Noises/Leaks	★	○	★
Body Hardware	★	◓	★
Power Equipment	★	◓	★
In-Car Electronics	★	◓	★
USED CAR VERDICTS	★	◒	★
NEW CAR PREDICTION	Worse than average ◒		

Jeep Renegade

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.

Base Price: $17,995-$26,995
Body Styles: 4-door SUV
Trim Lines: Sport, Latitude, Trailhawk, Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 6-speed manual; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	101
Weight (lb.)	3,360
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	985
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	2,000

Fuel

Regular
CR overall mpg 24

OVERALL SCORE 46	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	56
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

Jeep Wrangler

As an everyday vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are poor, and the four-door scored marginal; but offset frontal and small-overlap results for the four-door are good. Reliability has been below average.

Base Price: $23,895-$36,995
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Sport, Unlimited Sport, Sahara, Rubicon, Unlimited Sahara, Unlimited Rubicon, Sport S, Willys Wheeler, Wilys Wheeler W, Rubicon Hard Rock
Drive Wheels: Part-time 4WD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (285 hp)
Transmissions: 6-speed manual; 5-speed automatic

OVERALL SCORE 26	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◓
ROAD TEST SCORE	20
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Jeep Wrangler 13	14	15
Engine Major	●	●	●
Engine Minor	◓	◓	●
Engine Cooling	◓	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	◓	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	●	◒	◓
Body Hardware	◓	●	●
Power Equipment	●	○	◓
In-Car Electronics	◓	○	●
USED CAR VERDICTS	●	○	◓
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	173
Width (in.)	74
Height (in.)	71
Wheelbase (in.)	116
Weight (lb.)	4,570
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 17

Kia Cadenza

Styling changes are subtle, but the redesigned 2017 Cadenza features an all-new body structure. Given that it shares the bones of the new Optima, Kia's promise of more responsive handling is plausible. The new car is slightly wider and lower, with a longer wheelbase, adding up to about a half-inch more rear-seat leg room. The 290-hp, 3.3-liter V6 is similar to the engine in the Sorento SUV, which we found slick. We got 22 mpg with the old car. Inside, Kia has upped the comfort level, with increased soft-touch bits, real stitching on the dashboard, and available Nappa leather seats. The driver's seat has been moved closer to the floor, and the bottom cushion can extend and even rotate for easier access. Automatic emergency braking, adaptive cruise control, and lane-departure warning will be available, an omission on the outgoing model.

Base Price: $33,000-$44,000E
Body Styles: sedan
Trim Lines: Base, Premium, Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 (290 hp)
Transmissions: 8-speed automatic

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Cadenza 13	14	15
Engine Major		●	*
Engine Minor		●	*
Engine Cooling		●	*
Transmission Major		●	*
Transmission Minor		●	*
Drive System		●	*
Fuel System		●	*
Electrical		●	*
Climate System		●	*
Suspension		●	*
Brakes		●	*
Exhaust		●	*
Paint/Trim		●	*
Noises/Leaks		○	*
Body Hardware		●	*
Power Equipment		◓	*
In-Car Electronics		◒	*
USED CAR VERDICTS		◓	*
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	196
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,765
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
EPA combined mpg NA

Kia Forte

Kia's Forte provides generous interior room and a wide assortment of amenities. Our tested base LX sedan got 28 mpg overall with the 1.8-liter four-cylinder and six-speed automatic, but that engine has been replaced by a 2.0-liter unit for 2017. Though the ride is absorbent, it tends to feel floaty over undulations. Handling is very secure but not particularly agile. The SX hatchback continues to use a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats, and a rearview camera. The base LX comes standard with keyless entry and heated mirrors.

OVERALL SCORE 71	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	78
CRASH PREVENTION	Opt.

Base Price: $16,490-$21,990
Body Styles: 4-door hatchback; sedan
Trim Lines: LX, S, EX, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp); 1.6-liter 4 turbo (201 hp)
Transmissions: 6-speed manual; 6-speed automatic; 7-speed sequential

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Forte 13	14	15
Engine Major	★	●	★
Engine Minor	★	●	★
Engine Cooling	★	●	★
Transmission Major	★	●	★
Transmission Minor	★	●	★
Drive System	★	●	★
Fuel System	★	◓	★
Electrical	★	●	★
Climate System	★	◓	★
Suspension	★	●	★
Brakes	★	●	★
Exhaust	★	●	★
Paint/Trim	★	◓	★
Noises/Leaks	★	◓	★
Body Hardware	★	◓	★
Power Equipment	★	◓	★
In-Car Electronics	★	○	★
USED CAR VERDICTS	★	○	★
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	180
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,815
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 28

Kia K900

Kia's flagship is the brand's first rear-drive model and cousin of the Hyundai G90. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable wafting along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include blind-spot and lane-detection systems, rear cross-traffic alert, a wraparound camera, and front-collision warning.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $49,000-$61,900
Body Styles: sedan
Trim Lines: Premium, Luxury
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	201
Width (in.)	75
Height (in.)	59
Wheelbase (in.)	120
Weight (lb.)	4,555
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
EPA combined mpg 20

Kia Optima

Riding on an all-new chassis shared with the Hyundai Sonata, the redesigned 2016 Optima midsized sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant, while the uplevel 2.0-liter turbo four packs more punch. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. At around $26,000 the EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. We got 28 mpg with the 2.4-liter. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Apple CarPlay and Android Auto. A hybrid is also available.

OVERALL SCORE 81	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	86
CRASH PREVENTION	Opt.

Base Price: $22,140-$36,040
Body Styles: sedan
Trim Lines: LX, EX, SX, Hybrid, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.4-liter 4 (185 hp); 2.4-liter 4 hybrid (199 hp); 2.0-liter 4 turbo (245 hp)
Transmissions: 7-speed sequential; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Optima 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	◓	●
Suspension	◓	●	●
Brakes	●	●	◓
Exhaust	●	●	●
Paint/Trim	◓	●	◓
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	○	●
In-Car Electronics	○	◒	●
USED CAR VERDICTS	◓	◓	○
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,300
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 28

Kia Rio

This sibling of the Hyundai Accent is available as a sedan or hatchback. Power comes from a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic. Fuel economy of 29 mpg overall with our automatic-equipped hatchback and 30 mpg for the sedan is pretty unimpressive. Its stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rear-view camera, but they can push up the price steeply. Interior and exterior styling were updated for the 2016 model year. Reliability has dropped to below average, and owner satisfaction is low.

OVERALL SCORE 51-53	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	●
ROAD TEST SCORE	62-64
CRASH PREVENTION	NA

Base Price: $14,165-$20,905
Body Styles: 4-door hatchback; sedan
Trim Lines: LX, EX, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (138 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Rio 13	14	15
Engine Major	●	★	★
Engine Minor	○	★	★
Engine Cooling	●	★	★
Transmission Major	●	★	★
Transmission Minor	○	★	★
Drive System	●	★	★
Fuel System	●	★	★
Electrical	◓	★	★
Climate System	◒	★	★
Suspension	●	★	★
Brakes	○	★	★
Exhaust	●	★	★
Paint/Trim	◓	★	★
Noises/Leaks	○	★	★
Body Hardware	◓	★	★
Power Equipment	●	★	★
In-Car Electronics	●	★	★
USED CAR VERDICTS	◒	★	★
NEW CAR PREDICTION		Worse than average ◒	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	68
Height (in.)	57
Wheelbase (in.)	101
Weight (lb.)	2,575
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 29-30

Kia Sedona

The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Honda Odyssey and the Toyota Sienna. Handling is rather ungainly, but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision, blind-spot, and cross-traffic alert systems. Arear-view camera is standard on all trim lines.

OVERALL SCORE 69	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓
ROAD TEST SCORE	70
CRASH PREVENTION	Opt.

Base Price: $26,400-$39,900
Body Styles: minivan
Trim Lines: L, LX, EX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.3-liter V6 (276 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	121
Weight (lb.)	4,595
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,325
Cargo Volume, cu.ft.	46
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 20

Kia Sorento

This is a great SUV hiding in plain sight. Most midsized crossovers often feel like uninspiring errand runners. But the Sorento offers class-above elegance at mainstream prices. It's a shade smaller than its midsized competitors, but that allows the Sorento to be city-friendly while still offering the space and features of a larger vehicle—including an optional-but-tiny third-row seat. The smooth 290-hp V6 is responsive with competitive fuel economy, while the base 185-hp four-cylinder is no slouch. The suspension absorbs the worst bumps and ruts with dignity while still giving you confidence in corners. The interior design is flat-out gorgeous, with intuitive controls and infotainment system. The Sorento comes with well-above-average predicted reliability.

OVERALL SCORE 84	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	84
CRASH PREVENTION	Opt.

Base Price: $25,400-$45,700
Body Styles: 4-door SUV
Trim Lines: L, LX, EX, SX, SX-Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (185 hp); 2.0-liter 4 turbo (240 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Sorento (2016) 13	14	16
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			●
Fuel System			●
Electrical			●
Climate System			●
Suspension			●
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			●
Body Hardware			●
Power Equipment			●
In-Car Electronics			●
USED CAR VERDICTS			●
NEW CAR PREDICTION			Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	187
Width (in.)	74
Height (in.)	66
Wheelbase (in.)	109
Weight (lb.)	4,175
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,120
Cargo Volume, cu.ft.	37.5
Towing Capacity (lb.)	5,000

Fuel

Regular
CR overall mpg 21

Kia Soul

There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available on the West Coast and in some Northeast states. Available features include forward-collision and lane-departure warning systems. Reliability has been above average.

OVERALL SCORE 72	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $15,900-$35,950
Body Styles: wagon
Trim Lines: Base, Plus, !, EV, EV Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: .0-liter electric (109 hp); 1.6-liter 4 (130 hp); 2.0-liter 4 (164 hp)
Transmissions: 6-speed manual; 1-speed direct; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Soul 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	◓
Climate System	●	◓	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	◓
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	●	●	◓
In-Car Electronics	○	○	●
USED CAR VERDICTS	●	◓	○
NEW CAR PREDICTION			Better than average ◓

FACTS & FIGURES

Exterior Dimensions

Length (in.)	163
Width (in.)	71
Height (in.)	63
Wheelbase (in.)	101
Weight (lb.)	3,055
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	24.5
Towing Capacity (lb.)	NR

Fuel

Regular or electric
CR overall mpg 26

Kia Sportage

The redesigned Sportage is a stylish and mildly sporty choice among small SUVs. The main engine is a 2.4-liter four-cylinder, while the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a six-speed automatic transmission. While a touch firm, the ride is composed and handling is responsive. Unlike its sister vehicle, the Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The new Sportage scored a Good in the IIHS small-overlap crash test.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $22,990-$34,000
Body Styles: 4-door SUV
Trim Lines: LX, EX, SX
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (181 hp); 2.0-liter 4 turbo (240 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Kia Sportage 13	14	15
Engine Major	●	*	*
Engine Minor	●	*	*
Engine Cooling	●	*	*
Transmission Major	●	*	*
Transmission Minor	●	*	*
Drive System	●	*	*
Fuel System	●	*	*
Electrical	●	*	*
Climate System	●	*	*
Suspension	●	*	*
Brakes	●	*	*
Exhaust	●	*	*
Paint/Trim	●	*	*
Noises/Leaks	○	*	*
Body Hardware	●	*	*
Power Equipment	●	*	*
In-Car Electronics	◓	*	*
USED CAR VERDICTS	●	*	*
NEW CAR PREDICTION			Average ○

FACTS & FIGURES

Exterior Dimensions

Length (in.)	176
Width (in.)	73
Height (in.)	64
Wheelbase (in.)	105
Weight (lb.)	3,485
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	970
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	2,000

Fuel

Regular
EPA combined mpg 22

Land Rover Discovery Sport

From the storied Land Rover brand, one would expect a more regal entry into this hot market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved capable off-road, commendably ascending our rock hill and trails. But on the road, the ride is stiff-legged and handling is far from sporty. The austere cabin is rather plain for a model from a boutique luxury brand. A third-row seat is available. The infotainment system is slow to respond. Based on Land Rover's history, we predict reliability for this pricey, underachieving SUV will likely be below average.

Base Price: $37,455-$45,955
Body Styles: 4-door SUV
Trim Lines: SE, HSE, HSE Lux
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp)
Transmissions: 9-speed automatic

OVERALL SCORE 47	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	58
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	181
Width (in.)	82
Height (in.)	68
Wheelbase (in.)	108
Weight (lb.)	4,325
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	33
Towing Capacity (lb.)	4,410

Fuel

Premium
CR overall mpg 21

Land Rover LR4

Compared with the rest of the Land Rover line, the LR4 is looking a bit dated. The ride is supple but can get unsettled. Handling, though ultimately secure, is not a strong suit. The LR4 leans and lumbers when hustled through corners. A 3.0-liter supercharged V6 and eight-speed automatic are standard. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, in part because of the height-adjustable suspension and electronic adjustments for various terrain types. A redesign is imminent.

Base Price: $50,400
Body Styles: 4-door SUV
Trim Lines: Base, HSE, HSE LUX
Drive Wheels: Permanent 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

OVERALL SCORE NA	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	75
Height (in.)	72
Wheelbase (in.)	114
Weight (lb.)	5,710
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	1,300
Cargo Volume, cu.ft.	52.5
Towing Capacity (lb.)	7,715

Fuel

Premium
EPA combined mpg 16

Land Rover Range Rover

Owners of any ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension nonchalantly swallows up bumps. Handling is responsive and secure but not sporty, with noticeable body lean when hustling this big SUV through corners. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. Cabin furnishings are exquisite and the supportive seats are first-rate, but the slow touch screen is complex. The optional InControl Apps system lets the screen mimic a smartphone interface. The turbodiesel V6 pulls strongly and gets better fuel economy, but has noticeable engine noise.

OVERALL SCORE 60	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◉*
ROAD TEST SCORE	80
CRASH PREVENTION	Opt.

Base Price: $84,950-$199,495
Body Styles: 4-door SUV
Trim Lines: Base, HSE, SC V8, Autobiography
Drive Wheels: Permanent 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (510 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	115
Weight (lb.)	5,300
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	7,715

Fuel

Diesel or premium
CR overall mpg 17

Land Rover Range Rover Evoque

Overall, the Evoque compact SUV is more about style than functionality. We tested a four-door Evoque with the old six-speed automatic, and got 21 mpg overall. A nine-speed automatic is now standard, and it's neither smooth nor responsive. The ride is choppy and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Routine handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability—uncommon in this class. Updates include new seats and the new InControl infotainment system, and lane-departure warning with lane-keeping assist is optional. Unique among SUVs, a convertible version is available.

OVERALL SCORE NA	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $41,475-$53,775
Body Styles: convertible; 2-door SUV; 4-door SUV
Trim Lines: SE, SE Premium, SE Dynamic, HSE, HSE Dynamic
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp)
Transmissions: 9-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	77
Height (in.)	64
Wheelbase (in.)	105
Weight (lb.)	3,940
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,025
Cargo Volume, cu.ft.	25.5
Towing Capacity (lb.)	3,500

Fuel

Premium
EPA combined mpg 24

Land Rover Range Rover Sport

While the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on maneuverability and handling prowess and less on ride comfort and off-road ability. Low range gearing is optional. Power comes from strong supercharged V6 and V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Some controls are behind the times, though the optional InControl Apps system lets the system mimic a smartphone interface. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and stronger SVR V8 version are new for 2016.

OVERALL SCORE 57	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	⊙*
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $64,950-$111,350
Body Styles: 4-door SUV
Trim Lines: SE, HSE, HST, SC V8, Autobiography, SVR
Drive Wheels: Permanent 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (510 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	115
Weight (lb.)	5,255
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	1,345
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	7,715

Fuel

Diesel or premium
CR overall mpg 18

Lexus CT 200h

This small hatchback has excellent fuel economy, but its refinement isn't up to the Lexus standard. A 2016 freshening brought styling updates and mechanical tweaks said to improve ride comfort and noise levels, two areas we found problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 12 mpg less than the newer, roomier Toyota. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding.

OVERALL SCORE 70	
PREDICTED RELIABILITY	⊙
OWNER SATISFACTION	○
ROAD TEST SCORE	65
CRASH PREVENTION	Opt.

Base Price: $31,250
Body Styles: 4-door hatchback
Trim Lines: Base, F Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (134 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus CT 200h 13	14	15
Engine Major	⊙	⊙	*
Engine Minor	⊙	⊙	*
Engine Cooling	⊙	⊙	*
Transmission Major	⊙	⊙	*
Transmission Minor	⊙	⊙	*
Drive System	⊙	⊙	*
Fuel System	⊙	⊙	*
Electrical	⊙	⊙	*
Climate System	⊙	⊙	*
Suspension	⊙	⊙	*
Brakes	⊙	⊙	*
Exhaust	⊙	⊙	*
Paint/Trim	⊙	◒	*
Noises/Leaks	○	◓	*
Body Hardware	⊙	⊙	*
Power Equipment	⊙	⊙	*
In-Car Electronics	⊙	◓	*
USED CAR VERDICTS	⊙	⊙	*
NEW CAR PREDICTION	Much better than average ⊙		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	171
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	102
Weight (lb.)	3,225
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 40

Lexus ES

For those who don't care about sporty driving dynamics, the upscale ES is an alternative to sedans like the Toyota Camry or Avalon. Handling is sound but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But in our opinion the hybrid is more appealing, thanks to its combination of size and fuel economy, returning an excellent 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent.

OVERALL SCORE 79	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	77-78
CRASH PREVENTION	Opt.

Base Price: $38,100-$41,020
Body Styles: sedan
Trim Lines: 350, 300h
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus ES 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	●	●	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	●	●	◓
USED CAR VERDICTS	●	●	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	193
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,575
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 25-36

Lexus GS

The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut, yet supple ride compete well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, while AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished, but the infotainment system is operated with a distracting mouselike controller. For those looking for more performance, the GS F offers a 467-hp V8. The base model is the rear-drive 200t, which features a turbo four-cylinder. A blind-spot monitor with rear cross-traffic alert is standard. Reliability has been well above average.

OVERALL SCORE 82	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	83
CRASH PREVENTION	Opt.

Base Price: $45,615-$84,440
Body Styles: sedan
Trim Lines: 200t, 350, F Sport, 450h, F
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)
Transmissions: CVT; 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus GS 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	●	●
Body Hardware	●	●	●
Power Equipment	◓	●	◓
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	●	●	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,845
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg: 21

Lexus GX

Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain that gets 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Reliability has consistently been above average.

OVERALL SCORE 74	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	70
CRASH PREVENTION	Opt.

Base Price: $50,780-$62,155
Body Styles: 4-door SUV
Trim Lines: 460, 460 Premium, 560 Luxury
Drive Wheels: Permanent 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.6-liter V8 (301 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus GX 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	○	●
Brakes	◒	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	●	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	●	○	◓
USED CAR VERDICTS	●	●	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	74
Height (in.)	74
Wheelbase (in.)	110
Weight (lb.)	5,170
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	36.5
Towing Capacity (lb.)	6,500

Fuel

Premium
CR overall mpg: 17

Lexus IS

In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with true sports sedans. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. For 2016 a new 255-hp V6 powers the IS 300. It gives the car more zip, but its fuel economy of 21 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A new 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low to be recommended.

OVERALL SCORE 63	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	56
CRASH PREVENTION	Opt.

Base Price: $37,325-$43,035
Body Styles: sedan
Trim Lines: 200t, 200t F Sport, 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus IS 13	14	15
Engine Major	★	●	●
Engine Minor	★	●	●
Engine Cooling	★	●	●
Transmission Major	★	●	●
Transmission Minor	★	●	●
Drive System	★	●	●
Fuel System	★	●	●
Electrical	★	●	●
Climate System	★	●	●
Suspension	★	●	●
Brakes	★	●	●
Exhaust	★	●	●
Paint/Trim	★	●	●
Noises/Leaks	★	●	◓
Body Hardware	★	●	●
Power Equipment	★	◓	●
In-Car Electronics	★	●	◓
USED CAR VERDICTS	★	◓	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	110
Weight (lb.)	3,850
% weight front/rear	55/45

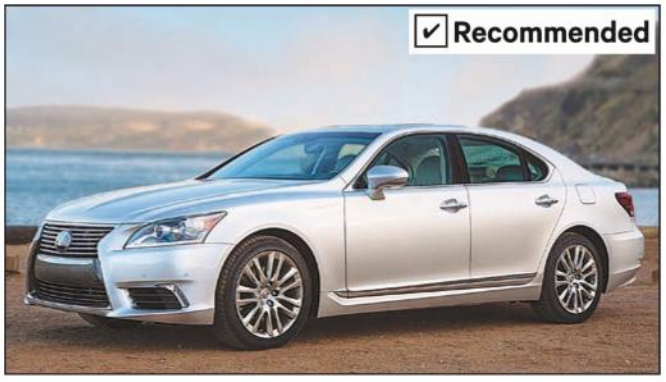
Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg: 21

Lexus LS



The Lexus flagship sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. Its recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. A self-parking feature and all-wheel drive are optional. The LS 600h hybrid comes with standard AWD. Despite retaining some conventional knobs and buttons, the mouse-controlled infotainment system is complicated and distracting to use.

OVERALL SCORE 86	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	89
CRASH PREVENTION	Opt.

Base Price: $72,520-$82,305
Body Styles: sedan
Trim Lines: 460, 460L, F Sport, 600h L
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (360 hp); 4.6-liter V8 (386 hp); 5.0-liter V8 hybrid (438 hp)
Transmissions: CVT; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus LS 13	14	15
Engine Major	●	●	★
Engine Minor	●	●	★
Engine Cooling	●	●	★
Transmission Major	●	●	★
Transmission Minor	●	●	★
Drive System	●	●	★
Fuel System	●	●	★
Electrical	●	●	★
Climate System	●	●	★
Suspension	●	●	★
Brakes	◓	●	★
Exhaust	●	●	★
Paint/Trim	●	●	★
Noises/Leaks	●	○	★
Body Hardware	●	●	★
Power Equipment	◓	◓	★
In-Car Electronics	●	○	★
USED CAR VERDICTS	●	◓	★

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	205
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	122
Weight (lb.)	4,515
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 21

Lexus LX

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Our tested Land Cruiser got only 14 mpg overall but was very composed and secure off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. An eight-speed automatic and blind-spot monitor with rear cross-traffic alert are now standard, while the Lexus Safety System+ is optional.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

Base Price: $88,880
Body Styles: 4-door SUV
Trim Lines: 570
Drive Wheels: Permanent 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (383 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION: NA

FACTS & FIGURES

Exterior Dimensions

Length (in.)	199
Width (in.)	78
Height (in.)	73
Wheelbase (in.)	112
Weight (lb.)	6,000
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,385
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Premium
EPA combined mpg 21

Lexus NX

Based on the Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cosseting and cabin noise isn't particularly hushed. The NX 200t's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but some cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad requires distracting focus to use when driving. First-year reliability has been well above average.

OVERALL SCORE 75-77	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	71-74
CRASH PREVENTION	Opt.

Base Price: $34,965-$41,310
Body Styles: 4-door SUV
Trim Lines: 200t, 200t F Sport, 300h
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (194 hp); 2.0-liter 4 turbo (235 hp)
Transmissions: CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus NX 13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			●
Fuel System			●
Electrical			●
Climate System			●
Suspension			●
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			◓
Body Hardware			●
Power Equipment			●
In-Car Electronics			◓
USED CAR VERDICTS			●
NEW CAR PREDICTION	Much better than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	4,000
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	895
Cargo Volume, cu.ft.	28.5
Towing Capacity (lb.)	2,000

Fuel

Regular or premium
CR overall mpg 24-29

Lexus RC

This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	●
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $39,995-$62,805
Body Styles: coupe
Trim Lines: 200t, 300, 350, 350 F Sport, F
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	55
Wheelbase (in.)	108
Weight (lb.)	3,750
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 22

Lexus RX

The RX got a 2016 makeover, with avant-garde exterior styling and advanced safety features. Its 3.5-liter V6 is now linked to a new eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel, but ultimately secure. The mouselike controller and interface require a steep learning curve. Rear passengers get lots of leg and knee room. Options include blind-spot monitoring, rear cross-traffic alert, and lane-departure warning.

OVERALL SCORE 78-81

PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	77-80
CRASH PREVENTION	Opt.

Base Price: $41,900-$57,045
Body Styles: 4-door SUV
Trim Lines: 350, F Sport, 450h, 450h F Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)
Transmissions: CVT; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lexus RX 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	●	●	●
USED CAR VERDICTS	●	●	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	193
Width (in.)	75
Height (in.)	68
Wheelbase (in.)	110
Weight (lb.)	4,435
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	920
Cargo Volume, cu.ft.	30
Towing Capacity (lb.)	3,500

Fuel

Regular or premium
CR overall mpg 22-29

Lincoln Continental

Based on the accomplished Lincoln MKZ, itself derived from the Ford Fusion, the Continental nameplate returns as an all-new, big bold, and thoroughly high tech flagship sedan for Ford's premium Lincoln brand. The base engine is a 3.7-liter V6. Next up is a 2.7-liter twin-turbo V6. The top-level Continental gets a Lincoln-exclusive 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard with all-wheel drive optional. Leather abounds throughout and the headliner is covered with soft suede. The hugely contoured front seats take center stage. They are 30-way adjustable and feature heating, cooling, and massage, as well as individually adjustable thigh support for each leg. The base car starts about $45,000 but higher trims cost as much as $70,000.

OVERALL SCORE NA

PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $44,560-$68,180
Body Styles: sedan
Trim Lines: Premiere, Select, Reserve, Black Label
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (305 hp); 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION: New

FACTS & FIGURES

Exterior Dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	59
Wheelbase (in.)	118
Weight (lb.)	NA
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NA

Fuel

Regular or premium
EPA combined mpg NA

Lincoln MKC

The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but it returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system. First-year reliability has been well below average.

OVERALL SCORE 55	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓*
ROAD TEST SCORE	72
CRASH PREVENTION	Opt.

Base Price: $32,720-$49,020
Body Styles: 4-door SUV
Trim Lines: Premiere, Select, Reserve, Black Label
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKC 13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			◓
Fuel System			●
Electrical			●
Climate System			●
Suspension			●
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			◓
Body Hardware			●
Power Equipment			◓
In-Car Electronics			◒
USED CAR VERDICTS			●
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	179
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	4,070
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	2,000

Fuel

Regular
CR overall mpg 19

Lincoln MKT

This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. None too soon, Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system, delivering a more-enjoyable infotainment experience.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $43,370-$45,365
Body Styles: 4-door SUV
Trim Lines: 3.7, 3.5 EcoBoost
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.7-liter V6 (303 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	208
Width (in.)	76
Height (in.)	67
Wheelbase (in.)	118
Weight (lb.)	4,980
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	36
Towing Capacity (lb.)	4,500

Fuel

Regular or premium
EPA combined mpg 17

Lincoln MKX

Based on the capable Ford Edge, the redesigned Lincoln MKX is one of the best-scoring luxury SUVs in our testing. This is a quiet, refined, and high-tech vehicle. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, while the optional 335-hp, 2.7-liter turbo V6 is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive and the ride is steady and composed. Tall drivers will likely find the push-button shifter a long reach away. The very quiet cabin feels first class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include a 360-degree camera, parking and lane-keeping assist, cross-traffic alert, and automatic braking.

OVERALL SCORE 79	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	87
CRASH PREVENTION	Opt.

Base Price: $38,260-$47,810
Body Styles: 4-door SUV
Trim Lines: 3.7L, 2.7L
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (303 hp); 2.7-liter V6 turbo (335 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKX 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	◓	●	*
Drive System	●	●	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	◓	●	*
Suspension	●	○	*
Brakes	◓	●	*
Exhaust	●	●	*
Paint/Trim	●	●	*
Noises/Leaks	◓	○	*
Body Hardware	●	●	*
Power Equipment	◓	●	*
In-Car Electronics	○	◒	*
USED CAR VERDICTS	◓	●	*
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	76
Height (in.)	66
Wheelbase (in.)	112
Weight (lb.)	4,560
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,030
Cargo Volume, cu.ft.	32.5
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 18

Lincoln MKZ

Based on the engaging Ford Fusion, the upscale Lincoln MKZ is updated for the 2017 model year with newly-available engine and increased luxury appointments. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, a Lincoln-exclusive 3.0-liter twin-turbo V6 puts out 400 hp, sent to all four wheels. The MKZ is sporty, yet delivers a comfortable ride. Inside is a luxurious and quiet cabin, with comfortable seats, though the rear seat is snug. Forward-collision warning with automatic braking and pedestrian detection bolsters safety credentials, while enhanced park assist can have the car park itself in either parallel or perpendicular parking spots.

OVERALL SCORE 75	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	83-84
CRASH PREVENTION	Opt.

Base Price: $35,010-$53,560
Body Styles: sedan
Trim Lines: 2.0 EcoBoost, Hybrid, V6, Black Label
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKZ 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	◓	●
Fuel System	●	◓	●
Electrical	◓	●	●
Climate System	◓	●	●
Suspension	◓	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◒	◓	◓
Body Hardware	○	●	●
Power Equipment	●	○	●
In-Car Electronics	●	●	●
USED CAR VERDICTS	●	○	●
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,755
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	875
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	1,000

Fuel

Regular or premium
CR overall mpg 23-34

Lincoln Navigator

This more luxurious version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated and fails to hide the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. For the 2016 model year, Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.

Base Price: $63,195-$76,650
Body Styles: 4-door SUV; extended SUV
Trim Lines: Base, L
Drive Wheels: Rear or selectable 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (380 hp)
Transmissions: 6-speed automatic

OVERALL SCORE 69	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	72
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	207
Width (in.)	80
Height (in.)	78
Wheelbase (in.)	119
Weight (lb.)	6,140
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,380
Cargo Volume, cu.ft.	61.5
Towing Capacity (lb.)	8,700

Fuel

Regular
CR overall mpg 15

Maserati Ghibli

The Ghibli is based on a Chrysler 300 platform. Its base engine is a Ferrari-developed 345-hp turbo V6 mated to an eight-speed automatic. The SQ-4 all-wheel-drive version we tested has a 404-hp turbo V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is festooned with high-quality leather and suede, and most controls are easy to use, including Chrysler's Uconnect touch screen. But the shifter is fussy to use and it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins. Maserati claims that wind noise has been reduced.

Base Price: $70,600-$78,550
Body Styles: sedan
Trim Lines: Base, S Q4
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (404 hp)
Transmissions: 8-speed automatic

OVERALL SCORE 59	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◒*
ROAD TEST SCORE	71
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	196
Width (in.)	77
Height (in.)	58
Wheelbase (in.)	118
Weight (lb.)	4,625
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 19

Maserati Levante

The five-passenger Levante is Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at $72,000 for the 345-hp, V6 base model and reaches $83,000 for the 424-hp S version. The Levante delivers a thrilling sound from the Ferrari developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a standard version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. However, the shifter is unintuitive to use. Safety gear includes adaptive cruise control, forward-collision warning with brake assist, lane-departure warning without lane correction, and a surround-view camera.

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $72,000-$83,000
Body Styles: 4-door SUV
Trim Lines: Base, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS

	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION	New

FACTS & FIGURES

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	66
Wheelbase (in.)	118
Weight (lb.)	4,905
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	6,000

Fuel

Premium
EPA combined mpg: NA

Mazda CX-3

Mazda's entry in the mini-utility segment brings agile handling, a solid and substantial feel, and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. This is the first non-luxury mini-SUV to offer blind-spot monitoring and adaptive cruise control.

OVERALL SCORE	67
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	64
CRASH PREVENTION	Opt.

Base Price: $19,960-$26,240
Body Styles: 4-door SUV
Trim Lines: Sport, Touring, Grand Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (146 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS

	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION	New

FACTS & FIGURES

Exterior Dimensions

Length (in.)	168
Width (in.)	70
Height (in.)	61
Wheelbase (in.)	101
Weight (lb.)	2,945
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 28

Mazda CX-5

Spry and fuel-efficient, Mazda's small SUV is rewarding to drive and is reliable. Nimble handling and a taut ride, combined with ample power from the 2.5-liter, 184-hp four-cylinder, makes it fun to drive. The one downside is that the cabin is louder than most in the segment. A complex rotary dial-controlled infotainment system takes some time to master. A less powerful 2.0-liter four comes only with FWD and a manual transmission. Cabin and cargo space are plentiful, seats are comfortable, and visibility is good—aided by standard blind-spot monitoring on higher trims. The Grand Touring trim offers forward-collision warning with autobraking. Owner satisfaction is high. This is a viable choice against a VW Tiguan or Ford Escape.

OVERALL SCORE 74	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $21,795-$29,870
Body Styles: 4-door SUV
Trim Lines: Sport, Touring, Grand Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda CX-5 14	15	16
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	●	●	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◒	○	●
USED CAR VERDICTS	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 179
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,435
% weight front/rear 57/43

Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 2,000

Fuel
Regular
CR overall mpg 25

Mazda CX-9

After a nine-year run, Mazda's CX-9 has been redesigned, moving to a new, lighter platform. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbocharged four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. Mazda's big SUV drives well, with nimble handling that makes it feel like a smaller vehicle. The ride is comfortable and the cabin is quiet as well. The well-finished interior includes comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Available safety features include blind-spot monitoring, lane-keep assist, lane-departure warning, and forward-collision warning with active braking.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $31,520-$44,015
Body Styles: 4-door SUV
Trim Lines: Sport, Touring, Grand Touring, Signature
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 turbo (227, 250 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda CX-9 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	◓	●	*
Drive System	●	◓	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	●	●	*
Suspension	●	●	*
Brakes	●	●	*
Exhaust	●	●	*
Paint/Trim	◓	●	*
Noises/Leaks	○	◓	*
Body Hardware	●	●	*
Power Equipment	◓	●	*
In-Car Electronics	●	◒	*
USED CAR VERDICTS	◓	◓	*
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 199
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,280
% weight front/rear 56/44

Cargo Measurement
Max. Load (lb.) 1,190
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 3,500

Fuel
Regular or premium
EPA combined mpg 23

Mazda MX-5 Miata

Mazda modernized the classic roadster concept with the original Miata. Lighter and shorter than the diminutive original, the fourth-generation remains true to the formula. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully-accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, but high levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping open the convertible top is a breeze.

OVERALL SCORE 79	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	80
CRASH PREVENTION	NA

Base Price: $24,915-$31,270
Body Styles: convertible
Trim Lines: Sport, Club, Grand Touring
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 (155 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda MX-5 Miata 13	14	15
Engine Major	●	✶	✶
Engine Minor	●	✶	✶
Engine Cooling	●	✶	✶
Transmission Major	●	✶	✶
Transmission Minor	●	✶	✶
Drive System	●	✶	✶
Fuel System	●	✶	✶
Electrical	●	✶	✶
Climate System	●	✶	✶
Suspension	●	✶	✶
Brakes	●	✶	✶
Exhaust	●	✶	✶
Paint/Trim	●	✶	✶
Noises/Leaks	●	✶	✶
Body Hardware	●	✶	✶
Power Equipment	◒	✶	✶
In-Car Electronics	●	✶	✶
USED CAR VERDICTS	●	✶	✶
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	154
Width (in.)	68
Height (in.)	49
Wheelbase (in.)	91
Weight (lb.)	2,335
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	340
Cargo Volume, cu.ft.	5
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 34

Mazda3

Whether as a sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling. At 33 mpg, the Mazda3 is the one of the most fuel-efficient compacts that isn't a hybrid or a diesel. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features like a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. Reliability has been above average.

OVERALL SCORE 74	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	72-73
CRASH PREVENTION	Opt.

Base Price: $17,845-$26,495
Body Styles: 4-door hatchback; sedan
Trim Lines: i Sport, i Touring, i Grand Touring, s Touring, s Grand Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda 3 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	●	◓
USED CAR VERDICTS	●	◓	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,875
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 32-33

Mazda6

Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, with considerable wind noise on the highway. A recent freshening included a new dash, and a center display screen that is operated via a central knob on the console, which takes some getting used to, and slightly better noise isolation. A head-up display is optional.

Base Price: $21,495-$30,195
Body Styles: sedan
Trim Lines: Sport, Touring, Grand Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (184 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,185
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 32

OVERALL SCORE 77	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	79
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Mazda 6 13	14	15
Engine Major	★	●	●
Engine Minor	★	●	●
Engine Cooling	★	●	●
Transmission Major	★	●	●
Transmission Minor	★	●	●
Drive System	★	●	●
Fuel System	★	●	●
Electrical	★	●	●
Climate System	★	●	●
Suspension	★	●	●
Brakes	★	●	●
Exhaust	★	●	●
Paint/Trim	★	●	◓
Noises/Leaks	★	◓	●
Body Hardware	★	●	●
Power Equipment	★	●	●
In-Car Electronics	★	●	○
USED CAR VERDICTS	★	◓	○
NEW CAR PREDICTION	Better than average ◓		

Mercedes-Benz B-Class ED

The B-Class is the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in four hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, thanks in part to its stiff ride and clumsy handling, and is neither particularly quick nor very quiet. A suite of advanced safety and convenience features is available, including a system that lets the driver check on the charging status via a smartphone.

Base Price: $41,450
Body Styles: 4-door hatchback
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (177 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	63
Wheelbase (in.)	106
Weight (lb.)	3,955
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	785
Cargo Volume, cu.ft.	22
Towing Capacity (lb.)	NR

Fuel

Electric
EPA combined mpg 84

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

Mercedes-Benz C-Class

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp, twin-turbo V8 in standard form or 503-hp in the S version. New additions include a C350e plug-in hybrid, C300d diesel, and C450 AMG Sport. First-year reliability of the redesign has been well below average. A coupe version is new.

Base Price: $38,950-$73,250
Body Styles: sedan
Trim Lines: C300, C350e, C300d, C450 AMG, C63, C63 S
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (208 hp); 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)
Transmissions: 7-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	185
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,670
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	795
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel

Diesel or premium
CR overall mpg 26

OVERALL SCORE 65

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	85
CRASH PREVENTION	Std./◉

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz C-Class 13	14	15
Engine Major	◉	◉	◉
Engine Minor	◉	◉	◉
Engine Cooling	◉	◉	◉
Transmission Major	◉	◉	◉
Transmission Minor	◉	◉	◉
Drive System	◉	◉	◉
Fuel System	◉	◉	◉
Electrical	◉	◉	◉
Climate System	◉	◉	◉
Suspension	◓	◉	○
Brakes	◉	◉	◉
Exhaust	◉	◉	◉
Paint/Trim	◉	◉	◉
Noises/Leaks	◓	◉	○
Body Hardware	◉	◉	◉
Power Equipment	◓	◓	◓
In-Car Electronics	◉	◓	◒
USED CAR VERDICTS	◓	◉	●

NEW CAR PREDICTION Much worse than average ●

Mercedes-Benz CLA

Most mainstream sedans deliver a better driving experience than the CLA, let alone a typical Mercedes. The engine and transmission lack refinement. At times the powertrain feels unresponsive, and while the car is agile, the ride is punishingly stiff. Cabin access is difficult, and the well-appointed interior is noisy and cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Typical prices can easily break $40,000. The 375-hp AMG CLA45 version sounds more exciting on paper than it feels from behind the wheel. Reliability is well below average and owner satisfaction is low.

Base Price: $32,050-$49,500
Body Styles: sedan
Trim Lines: 250, 45 AMG
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)
Transmissions: 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,335
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 28

OVERALL SCORE 53

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	64
CRASH PREVENTION	Std./◉

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz CLA 13	14	15
Engine Major		◉	✶
Engine Minor		◉	✶
Engine Cooling		◉	✶
Transmission Major		◉	✶
Transmission Minor		○	✶
Drive System		○	✶
Fuel System		◓	✶
Electrical		◉	✶
Climate System		◉	✶
Suspension		◉	✶
Brakes		◒	✶
Exhaust		◉	✶
Paint/Trim		◉	✶
Noises/Leaks		●	✶
Body Hardware		◉	✶
Power Equipment		◉	✶
In-Car Electronics		◓	✶
USED CAR VERDICTS		●	✶

NEW CAR PREDICTION Much worse than average ●

Mercedes-Benz CLS

The extensively freshened CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That also limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

Base Price: $66,900-$107,800
Body Styles: sedan
Trim Lines: CLS400, CLS550, CLS63 AMG S
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter V6 turbo (329 hp); 4.7-liter V8 turbo (402 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	74
Height (in.)	56
Wheelbase (in.)	113
Weight (lb.)	4,160
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg: 21

Mercedes-Benz E-Class

The new 2017 Mercedes-Benz E-Class hits the streets with the promise of improved fuel economy, cutting-edge safety gear and enough comfort technology to keep it highly competitive in the luxury sedan segment. The base E300 will be powered by a 241-hp, 2.0-liter turbo four-cylinder that is linked to a nine-speed automatic. Diesel and high-performance AMG variants will come later. An optional driver-selected suspension allows both sport and comfort settings. Inside, the dash is dominated by a relatively massive high-resolution screen similar to the one in the S-Class. The new E-Class also gets what the company is calling touch-sensitive control buttons on the steering wheel. New safety highlights include a "Car-to-X communication" system, which uses your mobile phone to exchange information with other vehicles further down the road.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

Base Price: $52,150-$54,650
Body Styles: sedan; wagon
Trim Lines: E300, E400, AMG E43
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp)
Transmissions: 9-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz E-Class 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	◓
Body Hardware	●	●	●
Power Equipment	○	◓	●
In-Car Electronics	○	◓	◓
USED CAR VERDICTS	○	○	○
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	3,935
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg: 24

Mercedes-Benz GLA

Essentially a raised wagon version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined and, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is nimble and responsive, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor. Standard safety features include a radar-based collision-prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version and a high-performance 375-hp GLA45 are available. 2016 models get an upgraded infotainment system.

Base Price: $32,500-$49,580
Body Styles: 4-door SUV
Trim Lines: 250, 45 AMG
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)
Transmissions: 7-speed sequential

OVERALL SCORE 61	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○
ROAD TEST SCORE	70
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	174
Width (in.)	71
Height (in.)	60
Wheelbase (in.)	106
Weight (lb.)	3,535
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	795
Cargo Volume, cu.ft.	23
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 26

Mercedes-Benz GLC

Based on the current C-Class, the rounded GLC replaces the GLK. Plush furnishings inside the quiet cabin are very appealing, although it also has Mercedes' complex infotainment system. The 241-hp, 2.0-liter turbo four-cylinder delivers ample power, and is matched to a nine-speed automatic that shifts smoothly and in a timely manner. Overall fuel economy was 22 mpg. The GLC rides comfortably and handles with athleticism. The seats are very comfortable all around, although the rear seats are a bit snug. Forward-collision warning with automatic braking is standard, but other safety gear like blind-spot monitoring and cross-traffic alert comes in confusing options packages. A coupelike SUV, the GLC Coupe, is also in the works.

Base Price: $38,950-$40,950
Body Styles: 4-door SUV
Trim Lines: GLC300
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp)
Transmissions: 9-speed automatic

OVERALL SCORE 69	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	81
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	113
Weight (lb.)	4,010
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	28
Towing Capacity (lb.)	4,850

Fuel

Premium
CR overall mpg 22

Mercedes-Benz GLE

Renamed from the M-Class, the GLE is a capable and luxurious midsized SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing limits. A four-cylinder turbodiesel is also available. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback and precision. Emergency handling reaches its limits at modest speeds, reducing confidence but remaining secure. First-rate interior finish and well-padded, supportive seats are interior highlights, but the infotainment system is complex. Forward-collision warning with auto-braking is standard. A new plug-in hybrid version is said to deliver 18 miles of all-electric driving.

Base Price: $51,100-$109,300
Body Styles: 4-door SUV
Trim Lines: GLE300d, GLE350, GLE400, GLE500e, GLE63 AMG, GLE63 S AMG
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.1-liter 4 turbodiesel (201 hp); 3.5-liter V6 (302 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 hybrid (436 hp); 5.5-liter V8 turbo (550 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	189
Width (in.)	76
Height (in.)	71
Wheelbase (in.)	115
Weight (lb.)	4,915
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,080
Cargo Volume, cu.ft.	37.5
Towing Capacity (lb.)	7,200

Fuel

Diesel or premium
CR overall mpg 18

OVERALL SCORE 75

PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	75
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz M-Class 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	◓	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◓	◓	●
Body Hardware	○	●	◓
Power Equipment	◓	●	●
In-Car Electronics	◒	◓	●
USED CAR VERDICTS	○	◓	○
NEW CAR PREDICTION			Average ○

Mercedes-Benz GLS

Mercedes' seven-passenger SUV is freshened for the 2017 model year, with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current—and more complex—Mercedes-Benz infotainment system. Our last tested GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 255-hp V6 diesel; a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes adaptive cruise control, pedestrian detection, cross-traffic alert, blind-spot warning, and lane-keeping assist.

Base Price: $67,050-$124,100
Body Styles: 4-door SUV
Trim Lines: 350d, 450, 550, AMG S63
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (255 hp); 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	202
Width (in.)	76
Height (in.)	73
Wheelbase (in.)	121
Weight (lb.)	5,660
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,180
Cargo Volume, cu.ft.	47
Towing Capacity (lb.)	7,500

Fuel

Diesel or premium
CR overall mpg 20

OVERALL SCORE 61

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	82
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz GL-Class 13	14	15
Engine Major	●	◓	●
Engine Minor	●	◓	◓
Engine Cooling	●	◓	●
Transmission Major	●	●	●
Transmission Minor	●	◓	●
Drive System	●	◒	●
Fuel System	●	●	●
Electrical	●	◓	◓
Climate System	●	◒	●
Suspension	◓	◓	●
Brakes	●	◒	◓
Exhaust	●	●	●
Paint/Trim	●	○	●
Noises/Leaks	●	○	●
Body Hardware	◓	◓	◓
Power Equipment	○	◒	◒
In-Car Electronics	●	○	●
USED CAR VERDICTS	●	●	●
NEW CAR PREDICTION			Much worse than average ●

Mercedes-Benz Metris

Fundamentally a commercial van, the Metris can be configured as a near-windowless delivery van or a passenger-hauling shuttle. Approximately the same length as a minivan, the Mercedes is taller and wider, with generous head room and available seats for eight. The sole powertrain is a responsive 208-hp, 2.0-liter turbo four that drives the rear wheels. Handling is relatively nimble, and the tight turning circle is terrific. However, the ride is on the stiff side. The high payload rating is impressive and the low load floor helps with cargo access. Despite its Mercedes badge, the Metris is rather Spartan and far from plush. The long options list includes power sliding side doors, auto climate control, and a rear camera, but lacks minivan mainstays like a rear entertainment system or easy-folding seats.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $28,950-$32,500
Body Styles: minivan
Trim Lines: —
Drive Wheels: Rear
Seating: 2 front, 3 rear, 3 third
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	202
Width (in.)	76
Height (in.)	74
Wheelbase (in.)	126
Weight (lb.)	4,250
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	1,875
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	5,000

Fuel

Premium

EPA combined mpg	22

Mercedes-Benz S-Class

The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady—the best we've ever tested—and the cabin is ultrahushed. Even though it's large and posh, handling precision is commendable. Many controls are overly complicated, however. A coupe version is available, as well as a plug-in hybrid. A four-seat convertible is also new. Reliability has been well below average.

OVERALL SCORE 73	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	⊙
ROAD TEST SCORE	96
CRASH PREVENTION	Std./⊙

Base Price: $95,650-$234,050
Body Styles: coupe; sedan
Trim Lines: S550, S500e, S63 AMG, S600, S65 AMG
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 hybrid (436 hp); 4.7-liter V8 turbo (449 hp); 6.0-liter V12 turbo (523 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)
Transmissions: 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz S-Class 13	14	15
Engine Major	✶	⊙	⊙
Engine Minor	✶	⊙	⊙
Engine Cooling	✶	⊙	⊙
Transmission Major	✶	⊙	⊙
Transmission Minor	✶	⊙	⊙
Drive System	✶	⊙	⊙
Fuel System	✶	⊙	◓
Electrical	✶	⊙	⊙
Climate System	✶	◓	⊙
Suspension	✶	◒	⊙
Brakes	✶	●	◓
Exhaust	✶	⊙	⊙
Paint/Trim	✶	⊙	⊙
Noises/Leaks	✶	●	⊙
Body Hardware	✶	◓	⊙
Power Equipment	✶	●	⊙
In-Car Electronics	✶	●	○
USED CAR VERDICTS	✶	●	○
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	207
Width (in.)	75
Height (in.)	59
Wheelbase (in.)	125
Weight (lb.)	4,935
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	18

Mercedes-Benz SL

The SL is a luxurious two-seat convertible but not a hardcore sports car. Made almost entirely of aluminum to save weight, most versions use a 4.7-liter V8 that is punchy, refined, and delivers power effortlessly. A 329-hp, twin-turbo V6 powers the entry-level SL400. The SL has a comfortable ride and capable handling, as befitting its role as a plush, but capable cruiser. The retractable hardtop has adjustable opacity to let sunlight in even when the top is raised. Inside is a quiet and beautifully finished cabin. The SL is full of high-tech features and safety equipment: collision mitigation, adaptive brakes and cruise control, active head restraints, head-curtain airbags, and more.

Base Price: $85,050-$217,550
Body Styles: convertible
Trim Lines: SL400, SL550, SL63 AMG, SL65 AMG
Drive Wheels: Rear
Seating: 2 front
Engines: 3.0-liter V6 turbo (329 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (557 hp); 6.0-liter V12 turbo (621 hp)
Transmissions: 7-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	52
Wheelbase (in.)	102
Weight (lb.)	3,935
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg: 19

OVERALL SCORE	NA
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NOT ENOUGH DATA TO RATE

NEW CAR PREDICTION	NA

Mercedes-Benz SLC

For 2017 the updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter, turbo four-cylinder that delivered ample thrust, while the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLK has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.

Base Price: $47,950-$65,000E
Body Styles: convertible
Trim Lines: SLC300, SLC43
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	163
Width (in.)	72
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,295
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	560
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg: NA

OVERALL SCORE	NA
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION	New

Mini Cooper

Mini vehicles are equal parts quirky and fun to drive, whether you have the classic two door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more-powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty but not as agile as previous generations. The ride is rather firm and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past $30,000. A hot-rod John Cooper Works bumps the power to 228 hp and gets firmer suspension. Reliability has been average.

Base Price: $20,950-$35,600
Body Styles: 2-door hatchback; 4-door hatchback; convertible
Trim Lines: Base, S, JCW
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	151
Width (in.)	68
Height (in.)	56
Wheelbase (in.)	98
Weight (lb.)	2,775
% weight front/rear	63/37

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	9
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	30-31

OVERALL SCORE 64-72

PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	68-81
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Mini Cooper 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	◓	●
Drive System	●	◓	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◓	●	○
Body Hardware	●	◓	●
Power Equipment	◓	○	●
In-Car Electronics	◓	●	◒
USED CAR VERDICTS	◓	◒	○
NEW CAR PREDICTION			Average ○

Mini Cooper Clubman

The Clubman is a longer and wider version of the four-door Coopers, and shares its platform with the BMW X1. Engine choices include a slightly wheeze-sounding three-cylinder turbo in the base car or a quicker and more enjoyable sounding four-cylinder turbo in the S. Both engines can be paired with either a manual or automatic. Handling remains quite nimble though less sporty than the hatchback, and the firm ride is more civilized than its smaller brethren. Unlike the regular Coopers, the Clubman's backseat is actually habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low $30,000s and the S can easily get to the high $30,000s. All-wheel-drive versions are also available.

Base Price: $24,100-$29,450
Body Styles: wagon
Trim Lines: Base, S
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp)
Transmissions: 6-speed manual; 6-speed automatic; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,175
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	980
Cargo Volume, cu.ft.	23
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	28

OVERALL SCORE 63

PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	67
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Mini Cooper 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	◓	●
Drive System	●	◓	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	●
Brakes	●	◓	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◓	●	○
Body Hardware	●	◓	●
Power Equipment	◓	○	●
In-Car Electronics	◓	●	◒
USED CAR VERDICTS	◓	◒	○
NEW CAR PREDICTION			Average ○

Mini Cooper Countryman

The SUV-like Countryman is taller than other Minis but still small and fun to drive. The quirky interior has well-shaped, comfortable seats. It's based on the previous-generation Cooper and retains its quick steering and fantastic agility, along with a stiff ride. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar Mini downsides carry over, including frustrating controls and a noisy cabin. All-wheel drive is only available on the S. Though the current car is still based on the previous-generation Mini, a Countryman riding on the new Clubman platform will be introduced soon. Reliability has improved to average, but the Countryman scores too low for us to recommend.

Base Price: $22,750-$35,350
Body Styles: 4-door SUV
Trim Lines: Base, S, JCW
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (121 hp); 1.6-liter 4 turbo (181 hp); 1.6-liter 4 turbo (208 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	162
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	102
Weight (lb.)	3,305
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 26

OVERALL SCORE 67	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	68
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Mini Cooper Countryman 13	14	15
Engine Major	●	●	*
Engine Minor	○	●	*
Engine Cooling	●	●	*
Transmission Major	◓	●	*
Transmission Minor	●	●	*
Drive System	●	●	*
Fuel System	◓	●	*
Electrical	●	●	*
Climate System	◓	●	*
Suspension	◒	●	*
Brakes	●	●	*
Exhaust	●	●	*
Paint/Trim	●	●	*
Noises/Leaks	◓	◓	*
Body Hardware	●	●	*
Power Equipment	◓	●	*
In-Car Electronics	◓	◒	*
USED CAR VERDICTS	○	●	*
NEW CAR PREDICTION		Average ○	

Mitsubishi i-MiEV

One stint behind the wheel demonstrates why the i-MiEV is the cheapest all-electric cars available. This half-step up from a golf cart is slow, clumsy, and stiff riding. With a bare bones cabin, the i-MiEV is an elbow-rubbing transportation pod, subjecting snuggled occupants to constant noise. The as-tested 56-mile range brings new definition to range anxiety-and it takes six to seven hours to recharge on a 240-volt charger, and 21 hours on a household 110-volt plug. The i-MiEV hurts the electric car movement even more than $2-a-gallon gasoline. If you want to buy an electric vehicle, there are several other choices that feel like real cars.

Base Price: $22,995
Body Styles: 4-door hatchback
Trim Lines: ES
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: Electric (66 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions

Length (in.)	145
Width (in.)	62
Height (in.)	64
Wheelbase (in.)	100
Weight (lb.)	2,610
% weight front/rear	46/54

Cargo Measurement

Max. Load (lb.)	660
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Electric
CR overall mpg 111

OVERALL SCORE 45	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	35
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

Mitsubishi Lancer

Despite its facelift, the Lancer is an outdated and insubstantial compact sedan. The 2.0-liter four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. Handling is secure, but the ride is a bit rough. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. All-wheel drive is available. 2016 saw the demise of the sporty Evolution version, giving consumers one less reason to consider the Lancer.

Base Price: $17,595-$23,495
Body Styles: sedan
Trim Lines: ES, SE, SEL, GT
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

OVERALL SCORE 63	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	62
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	104
Weight (lb.)	3,015
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 25

Mitsubishi Mirage

Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjures an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Minor updates for 2017 bring a sedan body style, a hint more power, Apple CarPlay and Android Auto, upgraded brakes, and improved handling. Yet those enhancements won't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament. While relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. It slightly improved, to Marginal, in the IIHS small-overlap crash test. Clearly, the Mirage is a weak contender among new subcompact cars, and for the money, there are many much-better used cars.

Base Price: $12,995-$16,995
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, SE, GT
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

OVERALL SCORE 39	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○*
ROAD TEST SCORE	29
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	149
Width (in.)	66
Height (in.)	59
Wheelbase (in.)	97
Weight (lb.)	2,085
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 37

Mitsubishi Outlander

Outdated and outclassed, the Outlander struggles to compete. Its high point is a relatively roomy cabin with a standard tiny third-row seat, rare in this class. The Outlander received some suspension tweaks that made the ride a bit more absorbent but also more buoyant. Handling is clumsy, with lots of pronounced body lean in corners. Cabin noise levels have dropped slightly. Still, the base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for more power. Acceleration is leisurely at 10 seconds from 0-60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision mitigation and lane-departure warning are available on some trims. The new plug-in hybrid will cost over $40,000.

OVERALL SCORE 61	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	●
ROAD TEST SCORE	59
CRASH PREVENTION	Opt.

Base Price: $22,995-$30,995
Body Styles: 4-door SUV
Trim Lines: ES, SE, SEL, GT
Drive Wheels: Front or selectable AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)
Transmissions: CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	185
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	105
Weight (lb.)	3,610
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	32.5
Towing Capacity (lb.)	1,500

Fuel

Regular or premium
CR overall mpg 24

Mitsubishi Outlander Sport

This is a shortened version of the Outlander, with reduced rear-seat room and cargo space. Despite the name, when it comes to driving, it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	○
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

Base Price: $19,595-$27,395
Body Styles: 4-door SUV
Trim Lines: ES, SE, SEL, GT
Drive Wheels: Front or selectable AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	64
Wheelbase (in.)	105
Weight (lb.)	3,290
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	25.5
Towing Capacity (lb.)	NR

Fuel

Regular
EPA combined mpg 26

Nissan Altima

This rather generic, though roomy, sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, while the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly-light steering, though it is ultimately secure. The ride feels superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. Reliability has been below average.

Base Price: $22,500-$32,690
Body Styles: sedan
Trim Lines: 2.5, 2.5 S, 2.5 SV, 2.5 SR, 2.5 SL, 3.5 SR, 3.5 SL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (182 hp); 3.5-liter V6 (270 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	109
Weight (lb.)	3,245
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 24-29

OVERALL SCORE 59-64	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◒
ROAD TEST SCORE	71-80
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Altima 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	◓	◓	●
Transmission Minor	◓	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	◓
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	○	◓
Noises/Leaks	●	○	◓
Body Hardware	◓	◓	●
Power Equipment	◓	◓	◓
In-Car Electronics	◒	●	○
USED CAR VERDICTS	◒	●	○
NEW CAR PREDICTION	Worse than average ◒		

Nissan Armada

Essentially a mainstream version of the Infiniti QX80, the redesigned 2017 Nissan Armada is available in rear- and four-wheel-drive configurations. The updated 5.6-liter V8 gains both horsepower and torque, now up to 390 hp and 401 lb.-ft., respectively. Inside, Nissan focused on giving the spacious interior a premium feeling. A variety of seating configurations are available, allowing seven or eight passengers to fit. Advanced safety systems such as forward-collision warning, auto emergency braking, and blind-spot warning come as part of the optional technology package. One of the biggest needs was an improvement over the old Armada's 13 mpg overall fuel economy. The similar Infiniti QX80 returned 15 mpg overall in our tests. Towing capacity is rated at 8,500 pounds.

Base Price: $44,000-$64,000
Body Styles: 4-door SUV
Trim Lines: SV, SL, Platinum
Drive Wheels: Rear or selectable 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	209
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	121
Weight (lb.)	5,820
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	8,500

Fuel

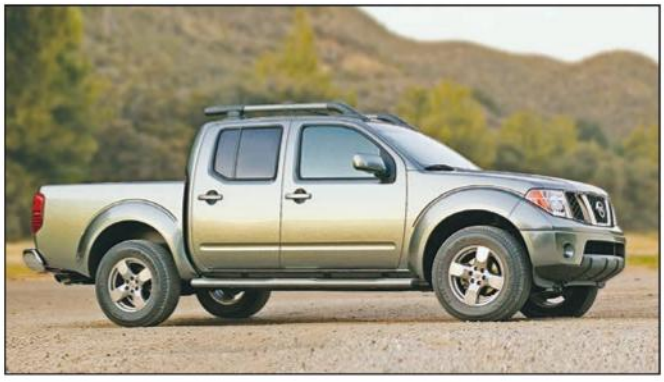
Regular
EPA combined mpg NA

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

Nissan Frontier



Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the outgoing larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt powerful, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter, four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. Reliability has dropped to below average. A redesign is in the pipeline.

Base Price: $18,290-$34,860
Body Styles: extended cab; crew cab
Trim Lines: S, SV, DR, PRO-4X, SL
Drive Wheels: Rear or part-time 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)
Transmissions: 5-speed manual; 6-speed manual; 5-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	206
Width (in.)	73
Height (in.)	70
Wheelbase (in.)	126
Weight (lb.)	4,655
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	6,100

Fuel

Regular
EPA combined mpg 17

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	○
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Frontier 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	◓
Drive System	◓	●	●
Fuel System	●	◓	●
Electrical	●	●	●
Climate System	○	●	○
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	◓
Noises/Leaks	○	◓	●
Body Hardware	●	◓	◓
Power Equipment	◓	●	○
In-Car Electronics	◓	◓	◒
USED CAR VERDICTS	○	○	●
NEW CAR PREDICTION	Worse than average ◒		

Nissan Juke

The funky-looking Juke has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. Reliability has been average, but the Juke scored a Poor in the IIHS small-overlap crash test.

Base Price: $20,250-$30,020
Body Styles: 4-door SUV
Trim Lines: S, SV, SL, NISMO, NISMO RS
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (188 hp); 1.6-liter 4 turbo (197 hp); 1.6-liter 4 turbo (215 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	162
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	100
Weight (lb.)	3,170
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 28

OVERALL SCORE	NA
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◒
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Juke 13	14	15
Engine Major	●	★	★
Engine Minor	●	★	★
Engine Cooling	●	★	★
Transmission Major	●	★	★
Transmission Minor	●	★	★
Drive System	●	★	★
Fuel System	◒	★	★
Electrical	●	★	★
Climate System	○	★	★
Suspension	●	★	★
Brakes	●	★	★
Exhaust	●	★	★
Paint/Trim	○	★	★
Noises/Leaks	○	★	★
Body Hardware	●	★	★
Power Equipment	◓	★	★
In-Car Electronics	●	★	★
USED CAR VERDICTS	○	★	★
NEW CAR PREDICTION	Average ○		

Nissan Leaf

In base form, the electric Leaf has a range of about 75 miles. A full charge took us 6 hours using a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. Reliability has been average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. Both SV and SL versions can be equipped with a 30-kWh battery that provides a claimed 107-mile range.

Base Price: $29,010-$36,790
Body Styles: 4-door hatchback
Trim Lines: S, SV, SL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (107 hp)
Transmissions: 1-speed direct

OVERALL SCORE 63	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	71
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Leaf 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	○	●
Suspension	●	●	●
Brakes	○	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	◓
Noises/Leaks	●	◒	●
Body Hardware	●	●	◓
Power Equipment	●	●	●
In-Car Electronics	◓	●	●
USED CAR VERDICTS	◒	◓	○
NEW CAR PREDICTION			Average ○

FACTS & FIGURES

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 106
Weight (lb.) 3,360
% weight front/rear 56/44

Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR

Fuel
Electric
CR overall mpg 106

Nissan Maxima

The Maxima uses a smooth, powerful 3.5-liter V6, which is a highlight of the sedan. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane and the ride is too stiff for a sedan that costs $40,000. The Maxima has a plush interior, a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof.

Base Price: $32,560-$39,990
Body Styles: sedan
Trim Lines: S, SV, SL, SR, Platinum
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (300 hp)
Transmissions: CVT

OVERALL SCORE 73	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	81
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Maxima 13	14	15
Engine Major	●	●	
Engine Minor	○	●	
Engine Cooling	●	●	
Transmission Major	●	●	
Transmission Minor	●	●	
Drive System	●	●	
Fuel System	●	●	
Electrical	●	●	
Climate System	●	●	
Suspension	◓	●	
Brakes	●	●	
Exhaust	●	●	
Paint/Trim	●	○	
Noises/Leaks	●	◓	
Body Hardware	●	●	
Power Equipment	●	○	
In-Car Electronics	●	●	
USED CAR VERDICTS	●	◓	
NEW CAR PREDICTION			Average ○

FACTS & FIGURES

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,535
% weight front/rear 61/39

Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR

Fuel
Premium
CR overall mpg 25

Nissan Murano

Nissan's midsized SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with emergency autobrake. An available 8-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. First-year reliability of the redesign has been well above average.

Base Price: $29,660-$40,700
Body Styles: 4-door SUV
Trim Lines: S, SV, SL, Platinum
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	75
Height (in.)	67
Wheelbase (in.)	111
Weight (lb.)	4,025
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	33.5
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg 21

OVERALL SCORE 78	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	77
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Murano 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	◓
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◒	○	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	◓	○	●
USED CAR VERDICTS	◓	●	●

NEW CAR PREDICTION Much better than average ●

Nissan Pathfinder

This midsized SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight, making it best for children. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. Reliability has been well below average. 2017 bring a new V6 that makes 284 hp, a bump in towing capacity to 6,000 pounds, and available automatic emergency braking.

Base Price: $29,830-$43,300
Body Styles: 4-door SUV
Trim Lines: S, SV, SL, Platinum
Drive Wheels: Front or selectable AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	197
Width (in.)	77
Height (in.)	70
Wheelbase (in.)	114
Weight (lb.)	4,505
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.5
Towing Capacity (lb.)	5,000

Fuel

Regular
CR overall mpg 18

OVERALL SCORE 53	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	72
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Pathfinder 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	◒	◒	●
Transmission Minor	●	◒	●
Drive System	◒	◓	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	●	●
Suspension	○	●	◓
Brakes	◓	◓	●
Exhaust	●	●	●
Paint/Trim	●	◒	◓
Noises/Leaks	◒	○	◓
Body Hardware	◒	◓	●
Power Equipment	●	○	◓
In-Car Electronics	◒	○	●
USED CAR VERDICTS	●	●	◓

NEW CAR PREDICTION Much worse than average ●

Nissan Quest

The cavernous Quest is a luxurious minivan, with a plush interior and a smooth, compliant ride. The 3.5-liter V6 feels lively and returns a respectable 19 mpg overall. This is a commendably quiet minivan, with plenty of head and leg room in the first two rows, and room for three adults to fit comfortably in the third-row seats. The two rear rows fold to form a flat load floor. But the Quest seats only seven at most, whereas much of the competition can seat eight. The covered cargo bay behind the third-row seat is an uncommon feature in a minivan. A blind-spot detection system is optional. The otherwise-competitive Quest scored a Poor in the IIHS small-overlap crash test.

OVERALL SCORE 65	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◒
ROAD TEST SCORE	79
CRASH PREVENTION	NA

Base Price: $26,580-$43,230
Body Styles: minivan
Trim Lines: S, SV, SL, Platinum
Drive Wheels: Front
Seating: 2 front, 2 rear, 3 third
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	118
Weight (lb.)	4,570
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	62
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 19

Nissan Rogue

The easy-to-drive Rogue is one of the better small SUVs. It rides better than most competitors and is fairly quiet and refined. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to an updated continuously variable transmission that is not overly intrusive. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings.

OVERALL SCORE 71	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $23,290-$33,400
Body Styles: 4-door SUV
Trim Lines: S, SV, SL
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 (170 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Rogue 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	◓	○	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	◓	●
Noises/Leaks	◒	◒	●
Body Hardware	◓	◓	●
Power Equipment	◓	○	●
In-Car Electronics	◓	●	◓
USED CAR VERDICTS	○	◒	◓
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	107
Weight (lb.)	3,590
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	1,100

Fuel

Regular
CR overall mpg 24

Nissan Sentra

Overall, the compact Sentra trails the class. Its 1.8-liter four-cylinder and continuously variable transmission returned a respectable 29 mpg overall in our tests. A 2016 freshening has resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff. A tall stance aids cabin access, but the cockpit is narrow. A backup camera is standard on the SV. Negatives include well-below-average reliability and a very low owner satisfaction score. It scored Good in the IIHS small-overlap crash test when retested. The freshening also included available safety features such as blind-spot warning, forward emergency braking, and rear cross-traffic alert.

OVERALL SCORE 51	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	65
CRASH PREVENTION	Opt.

Base Price: $16,780-$22,170
Body Styles: sedan
Trim Lines: S, FE S, SV, SR, SL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (130 hp)
Transmissions: 6-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Sentra 13	14	15
Engine Major	●	●	*
Engine Minor	◓	●	*
Engine Cooling	●	●	*
Transmission Major	◒	●	*
Transmission Minor	●	●	*
Drive System	○	◓	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	●	●	*
Suspension	◓	●	*
Brakes	◒	●	*
Exhaust	●	●	*
Paint/Trim	◒	◓	*
Noises/Leaks	●	●	*
Body Hardware	◓	◓	*
Power Equipment	○	●	*
In-Car Electronics	◓	○	*
USED CAR VERDICTS	●	○	*

NEW CAR PREDICTION: Much worse than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	69
Height (in.)	59
Wheelbase (in.)	106
Weight (lb.)	2,835
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 29

Nissan Titan XD

The new Titan XD (Extra Duty) is positioned to offer features and capabilities usually associated with the larger heavy-duty pickups, but without getting hardcore with a stiff ride. The XD is available with a new V8 Cummins diesel engine. Nissan says that, properly equipped, the Titan will be able to tow 12,000 pounds and carry a payload of 2,000 pounds. The XD has a goose-neck trailer hitch already attached to the frame. A suite of safety and driver-assistance features will be offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. This summer a regular-duty crew-cab Titan arrived with a 5.6-liter gasoline V8 and a seven-speed automatic.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	NA

Base Price: $35,290-$60,520
Body Styles: crew cab
Trim Lines: S, SV, PRO-4X, SL, Platinum Reserve
Drive Wheels: Rear or part-time 4WD
Seating: 3 front, 3 rear
Engines: 5.0-liter V8 turbodiesel (310 hp)
Transmissions: 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NO DATA NEW MODEL

NEW CAR PREDICTION: New

FACTS & FIGURES

Exterior Dimensions

Length (in.)	243
Width (in.)	80
Height (in.)	79
Wheelbase (in.)	152
Weight (lb.)	7,400
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,600
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	12,000

Fuel

Diesel
EPA combined mpg: NA

Nissan Versa

Nissan's subcompact Versa sedan is unimpressive, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is compliant and has good isolation from bumps and ruts, but the short, quick pitches make it feel jumpy on the highway. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Despite some updates, much of the interior still feels low rent. Most controls are straightforward. The Versa sedan scored a Poor in the IIHS small-overlap crash test.

Base Price: $11,990-$17,140
Body Styles: sedan
Trim Lines: S, S Plus, SV, SL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT; 4-speed automatic

OVERALL SCORE 48	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	●*
ROAD TEST SCORE	56
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	175
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	102
Weight (lb.)	2,430
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 32

Nissan Versa Note

This little subcompact is quite different from the mediocre Versa sedan. It offers amazing space and versatility, and is quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and an optional surround-view camera are helpful features. Reliability has been well above average.

Base Price: $14,230-$18,710
Body Styles: 4-door hatchback
Trim Lines: S, S Plus, SV, SR, SL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

OVERALL SCORE 66	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◒
ROAD TEST SCORE	61
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Versa Note 13	14	15
Engine Major		●	★
Engine Minor		●	★
Engine Cooling		●	★
Transmission Major		●	★
Transmission Minor		●	★
Drive System		●	★
Fuel System		●	★
Electrical		●	★
Climate System		●	★
Suspension		◒	★
Brakes		●	★
Exhaust		●	★
Paint/Trim		●	★
Noises/Leaks		●	★
Body Hardware		●	★
Power Equipment		●	★
In-Car Electronics		●	★
USED CAR VERDICTS		●	★
NEW CAR PREDICTION		Much better than average ●	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	164
Width (in.)	67
Height (in.)	61
Wheelbase (in.)	102
Weight (lb.)	2,470
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	21
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 31

Nissan Z

Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. Recent updated include a noise cancelation/enhancement system to quiet some of the interior racket.

OVERALL SCORE 73	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	81
CRASH PREVENTION	NA

Base Price: $29,990-$49,400
Body Styles: convertible; coupe
Trim Lines: Base, Sport, Touring, Touring Sport, NISMO, NISMO Tech
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 6-speed manual; 7-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	73
Height (in.)	52
Wheelbase (in.)	100
Weight (lb.)	3,385
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	450
Cargo Volume, cu.ft.	7
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 23

Porsche 718 Boxster

For 2017 Porsche's roadster is renamed the 718 Boxster and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous Sixes. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The 2.7-liter six-cylinder that we tested in the previous base model is very responsive, and the manual shifter is smooth and crisp. Handling is excellent with perfect balance, making the car fun-to-drive. The ride is firm yet compliant and not punishing. The well-insulated power top deploys quickly and can be operated at speeds up to 35-mph. The front trunk is a bonus.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	●*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $63,900-$71,600
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 7-speed sequential; 6-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Boxster 13	14	15
Engine Major	●	★	★
Engine Minor	●	★	★
Engine Cooling	●	★	★
Transmission Major	●	★	★
Transmission Minor	●	★	★
Drive System	●	★	★
Fuel System	◓	★	★
Electrical	●	★	★
Climate System	●	★	★
Suspension	●	★	★
Brakes	●	★	★
Exhaust	●	★	★
Paint/Trim	●	★	★
Noises/Leaks	●	★	★
Body Hardware	●	★	★
Power Equipment	◓	★	★
In-Car Electronics	◓	★	★
USED CAR VERDICTS	○	★	★
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	50
Wheelbase (in.)	97
Weight (lb.)	2,945
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	4
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 24

Porsche 718 Cayman

For 2017 Porsche's coupe version of the 718 Boxster is named the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous Sixes. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The 2.7-liter six-cylinder in the previous base Boxster that we tested is very responsive, and the manual shifter is smooth and crisp. Handling is excellent, and the ride is pretty compliant for a sports coupe. The ride is firm yet compliant and not punishing. The front trunk and hatchback provide a surprising amount of storage space.

OVERALL SCORE NA

PREDICTED RELIABILITY	○*
OWNER SATISFACTION	●*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $53,900-$69,500
Body Styles: coupe
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 7-speed sequential; 6-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Cayman 13	14	15
Engine Major		●	★
Engine Minor		●	★
Engine Cooling		◓	★
Transmission Major		●	★
Transmission Minor		●	★
Drive System		◒	★
Fuel System		●	★
Electrical		●	★
Climate System		●	★
Suspension		●	★
Brakes		●	★
Exhaust		●	★
Paint/Trim		●	★
Noises/Leaks		●	★
Body Hardware		●	★
Power Equipment		◓	★
In-Car Electronics		●	★
USED CAR VERDICTS		◒	★
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	50
Wheelbase (in.)	97
Weight (lb.)	2,945
% weight front/rear	45/55

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg 24

Porsche 911

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the seven-speed automated manual is no less enjoyable than the manual transmission. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and sufficient sound deadening to limit headaches, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting. Reliability has been above average of late.

OVERALL SCORE 87

PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	95
CRASH PREVENTION	Opt.

Base Price: $89,400-$200,400
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera S, Carrera 4, Carrera 4S, GT3, Turbo, GTS, R, Turbo S, GT3 R3
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370 hp); 3.0-liter 6 turbo (420 hp); 3.8-liter 6 (430 hp); 3.8-liter 6 (475 hp); 4.0-liter 6 (500 hp); 3.8-liter 6 turbo (540 hp); 3.8-liter 6 turbo (580 hp)
Transmissions: 7-speed sequential; 7-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche 911 13	14	15
Engine Major	●	●	★
Engine Minor	○	●	★
Engine Cooling	●	●	★
Transmission Major	●	●	★
Transmission Minor	●	●	★
Drive System	●	●	★
Fuel System	●	●	★
Electrical	●	●	★
Climate System	●	◒	★
Suspension	●	●	★
Brakes	●	●	★
Exhaust	●	●	★
Paint/Trim	◓	●	★
Noises/Leaks	●	◓	★
Body Hardware	◓	●	★
Power Equipment	◓	●	★
In-Car Electronics	●	●	★
USED CAR VERDICTS	○	●	★
NEW CAR PREDICTION		Better than average ◓	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	177
Width (in.)	71
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,235
% weight front/rear	38/62

Cargo Measurement

Max. Load (lb.)	660
Cargo Volume, cu.ft.	5
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 23

Porsche Cayenne

The midsized Cayenne is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is supple and steady but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but the controls can be confusing. A plug-in hybrid is available, and has a 14-mile electric range. It takes two and a half hours to charge with a 240-volt charger. Reliability has been above average. The diesel version is among those under investigation by the EPA for not complying with emission regulations.

OVERALL SCORE 75

PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	78
CRASH PREVENTION	Opt.

Base Price: $58,300-$157,300
Body Styles: 4-door SUV
Trim Lines: Base, S, S E-Hybrid, GTS, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (300 hp); 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 turbo (420 hp); 3.6-liter V6 turbo (440 hp); 4.8-liter V8 turbo (520 hp); 4.8-liter V8 turbo (570 hp)
Transmissions: 6-speed manual; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Cayenne 13	14	15
Engine Major	●	●	★
Engine Minor	●	●	★
Engine Cooling	●	●	★
Transmission Major	●	●	★
Transmission Minor	●	●	★
Drive System	●	●	★
Fuel System	◓	●	★
Electrical	●	●	★
Climate System	●	●	★
Suspension	●	●	★
Brakes	●	●	★
Exhaust	●	●	★
Paint/Trim	◓	●	★
Noises/Leaks	◓	◓	★
Body Hardware	○	●	★
Power Equipment	◓	○	★
In-Car Electronics	○	●	★
USED CAR VERDICTS	◓	○	★
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	79
Height (in.)	67
Wheelbase (in.)	114
Weight (lb.)	4,795
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,280
Cargo Volume, cu.ft.	33
Towing Capacity (lb.)	7,715

Fuel

Premium
CR overall mpg 19

Porsche Macan

Porsche's latest model combines much of the performance and feel of its sports cars with the functional package of a small SUV. For 2017 three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 horsepower, in addition to a new 2.0-liter turbo four-cylinder. Typically equipped S models land in the low-$60,000 range, and the uplevel Turbo starts at $76,000. Though based on the Audi Q5, the Macan's power and handling, in addition to the seats, controls, fit and finish, and attention to detail, embody Porsche DNA. The firm ride is steady and controlled, though not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. First-year reliability has been below average.

OVERALL SCORE 70

PREDICTED RELIABILITY	◒
OWNER SATISFACTION	●
ROAD TEST SCORE	85
CRASH PREVENTION	Opt.

Base Price: $47,500-$76,000
Body Styles: 4-door SUV
Trim Lines: 2.0T, S, GTS, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

RELIABILITY HISTORY

TROUBLE SPOTS	Porsche Macan 13	14	15
Engine Major			●
Engine Minor			●
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			●
Fuel System			●
Electrical			●
Climate System			●
Suspension			◓
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			●
Body Hardware			●
Power Equipment			●
In-Car Electronics			◓
USED CAR VERDICTS			◒
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	184
Width (in.)	76
Height (in.)	64
Wheelbase (in.)	111
Weight (lb.)	4,415
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	29
Towing Capacity (lb.)	5,220

Fuel

Premium
CR overall mpg 19

Porsche Panamera

This large, four-door luxury car hides beneath a coupe silhouette and remains largely true to the marque. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. Handling is agile and enjoyable, with excellent steering and lots of cornering grip. The ride is a bit on the firm side for a luxury car, though. The beautifully finished interior is fitted with a button-dominated center console that can be intimidating at first. A redesigned Panamera has been introduced and goes on sale in January. It features new turbocharged engines and a high-tech, touch-activated control layout. Optional air suspension and advanced safety features are also included.

OVERALL SCORE NA	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $99,900-$147,950
Body Styles: 4-door hatchback
Trim Lines: 4S, Turbo
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 4.0-liter V8 (550 hp)
Transmissions: 8-speed sequential

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	199
Width (in.)	76
Height (in.)	56
Wheelbase (in.)	116
Weight (lb.)	4,165
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium
EPA combined mpg: NA

Ram 1500

This is the most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. Reliability has been below average.

OVERALL SCORE 63	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◓
ROAD TEST SCORE	81-82
CRASH PREVENTION	NA

Base Price: $26,145-$52,665
Body Styles: regular cab; extended cab; crew cab
Trim Lines: Tradesman, Express, HFE, SLT, Lone Star, Big Horn, Outdoorsman, Sport, Laramie, Rebel, Laramie Limited
Drive Wheels: Rear, part-time, or permanent 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Ram 1500		
	13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	◓	●	●
Drive System	●	●	●
Fuel System	◓	◓	◓
Electrical	●	●	●
Climate System	●	●	◓
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	○	◓	●
Noises/Leaks	○	○	◓
Body Hardware	●	●	●
Power Equipment	●	○	●
In-Car Electronics	●	○	◓
USED CAR VERDICTS	●	◒	○
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	229
Width (in.)	79
Height (in.)	79
Wheelbase (in.)	141
Weight (lb.)	5,495
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,270
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	10,050

Fuel

Regular or diesel
CR overall mpg: 15-20

Smart ForTwo

Although the second-generation Smart has the same 8.8-foot length as the original, the ForTwo is completely redesigned. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic replaces the original's rocky-shifting transmission. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details abound, but the two-seat cabin is snug and thick roof pillars block some view. Unless parking is at a premium in your neighborhood, it makes more sense to opt for a better-scoring, though perhaps less cute, subcompact.

OVERALL SCORE 41	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	○*
ROAD TEST SCORE	41
CRASH PREVENTION	Opt.

Base Price: $14,650-$18,480
Body Styles: 2-door hatchback; convertible
Trim Lines: Pure, Passion, Prime, Proxy
Drive Wheels: Rear
Seating: 2 front
Engines: .9-liter 3 turbo (89 hp)
Transmissions: 6-speed sequential; 5-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 106
Width (in.) 65
Height (in.) 61
Wheelbase (in.) 74
Weight (lb.) 2,140
% weight front/rear 45/55

Cargo Measurement
Max. Load (lb.) 465
Cargo Volume, cu.ft. 8
Towing Capacity (lb.) . . . . . NR

Fuel
Premium
CR overall mpg 36

Subaru BRZ

Developed with Toyota, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ tends to be more fogiving than its mechanical sibling, the Scion FR-S (soon to be renamed Toyota 86). The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing. Reliability of the BRZ has improved to average.

OVERALL SCORE 74	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	79
CRASH PREVENTION	NA

Base Price: $25,395-$28,495
Body Styles: coupe
Trim Lines: Premium, Limited
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (200 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru BRZ 13	14	15
Engine Major	●	★	★
Engine Minor	●	★	★
Engine Cooling	●	★	★
Transmission Major	●	★	★
Transmission Minor	●	★	★
Drive System	●	★	★
Fuel System	●	★	★
Electrical	●	★	★
Climate System	◓	★	★
Suspension	●	★	★
Brakes	●	★	★
Exhaust	●	★	★
Paint/Trim	○	★	★
Noises/Leaks	◒	★	★
Body Hardware	○	★	★
Power Equipment	◓	★	★
In-Car Electronics	●	★	★
USED CAR VERDICTS	○	★	★
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45

Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR

Fuel
Premium
CR overall mpg 30

Subaru Crosstrek

The Crosstrek is a small quasi-SUV version of the Impreza hatchback, with a raised ride height that gives it enough clearance to slosh through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine occasionally has to work hard, but fuel economy is a gratifying 26 mpg. The costlier Hybrid barely improves on that, at 28 mpg. At least the Hybrid is a little quieter and sounds less strained. Either way, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding.

OVERALL SCORE 75-76

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	74
CRASH PREVENTION	Opt.

Base Price: $21,595-$29,995
Body Styles: 4-door SUV
Trim Lines: Base, Premium, Limited, Hybrid, Hybrid Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.0-liter 4 hybrid (160 hp)
Transmissions: 5-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru Crosstrek 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◓	◓	◓
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	◓	◓
USED CAR VERDICTS	◓	●	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	104
Weight (lb.)	3,165
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	23
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg: 26-28

Subaru Forester

Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple and handling is very secure. Engine noise is pronounced at times. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Mid-trim Foresters bring a lot of content for the money, but it's easy to crest $30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes lane-departure warning and front-collision warning.

OVERALL SCORE 83

PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	85
CRASH PREVENTION	Opt.

Base Price: $22,595-$34,295
Body Styles: 4-door SUV
Trim Lines: 2.5i, 2.5i Premium, 2.5i Limited, 2.5i Touring, 2.0XT Premium, 2.0XT Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (170 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 6-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru Forester 13	14	15
Engine Major	●	●	●
Engine Minor	◓	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	○	○	◓
USED CAR VERDICTS	◓	◓	●

NEW CAR PREDICTION: Better than average ◓

FACTS & FIGURES

Exterior Dimensions

Length (in.)	181
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	104
Weight (lb.)	3,370
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	1,500

Fuel

Regular or premium
CR overall mpg: 26

Subaru Impreza

The redesigned 2017 Impreza compact will have more available safety equipment and a roomier interior. Still available in both sedan and five-door hatchback body styles, the Impreza continues to feature standard all-wheel drive. The new platform, with its longer wheelbase and wider cabin, should improve stability and ride comfort while aiding noise suppression. The 2.0-liter, four-cylinder engine is mated to a standard continuously variable transmission, and Subaru says the Impreza won't be offered with a manual gearbox. High trim lines feature a "manual mode" with paddle shifters that allow the driver to override the transmission through seven pre-set ratios. Subaru's EyeSight suite of advanced safety gear is available.

OVERALL SCORE NA

PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

Base Price: $18,700-$24,000E
Body Styles: sedan; wagon
Trim Lines: 2.0i, Premium, Sport, Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru Impreza 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	◓	●
Noises/Leaks	○	◓	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	◓	●	◓
USED CAR VERDICTS	◓	●	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,015
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR

Fuel

Regular
EPA combined mpg: NA

Subaru Legacy

The Legacy is one of the roomier, quieter, and more refined midsized sedans—attributes that help it stand as one of our top-scoring vehicles in the class. Its ride is better than some luxury cars, and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter 3.6-liter six-cylinder is also available. The mostly unobtrusive CVT mimics a conventional automatic. The infotainment system includes a contemporary touch screen with Internet radio and Bluetooth. A rear camera is standard. Advanced safety gear like blind-spot monitoring and the EyeSight safety suite, including forward-collision warning with automatic braking, is optional.

OVERALL SCORE 83

PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	89
CRASH PREVENTION	Opt.

Base Price: $21,995-$31,640
Body Styles: sedan
Trim Lines: 2.5i, 2.5i Premium, 2.5i Limited, 2.5 Sport, 3.6R Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru Legacy 13	14	15
Engine Major	◓	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	●
Noises/Leaks	◓	◓	◓
Body Hardware	●	●	●
Power Equipment	○	●	●
In-Car Electronics	◓	◓	◓
USED CAR VERDICTS	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	189
Width (in.)	72
Height (in.)	59
Wheelbase (in.)	108
Weight (lb.)	3,470
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 26

Subaru Outback

An SUV alternative for the non-conformist, the Outback wagon is roomy, functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling. Standard AWD delivers reassuring traction in wintry conditions. The 2.5-liter four-cylinder returns 24 mpg overall, and drives through a standard continuously variable transmission. Opting for the 3.6-liter six-cylinder makes the car quicker, quieter, and thirstier, conceding 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is roomy enough for three adults. The generous cargo area has more room than a comparable Forester or Toyota RAV4, with a lower loading height to boot. The affordable EyeSight safety suite adds blind-spot monitoring and forward-collision warning with automatic braking.

OVERALL SCORE 80-81	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	82-85
CRASH PREVENTION	Opt.

Base Price: $25,645-$38,195
Body Styles: wagon
Trim Lines: 2.5i, 2.5i Premium, 2.5i Limited, 2.5i Touring, 3.6R Limited, 3.6R Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru Outback 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	○
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	○	◓	◓
USED CAR VERDICTS	◓	◓	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	108
Weight (lb.)	3,640
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	34
Towing Capacity (lb.)	2,700

Fuel

Regular
CR overall mpg 22-24

Subaru WRX/STi

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A six-speed manual is standard, but a continuously variable transmission with paddle shifters is offered. Power is abundant and handling is nimble, but the ride is very stiff and choppy, and the stiff-feeling shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STi has transmission and suspension differences along with a stronger 305-hp engine. New for 2016 is Subaru's Eyesight assistance package, which includes lane-keep assist, pre-collision braking, and lane-departure warning. Blind-spot detection and rear cross-traffic alert are also available. Reliability has been average.

OVERALL SCORE 70	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	●
ROAD TEST SCORE	75
CRASH PREVENTION	Opt.

Base Price: $26,595-$39,995
Body Styles: sedan
Trim Lines: WRX, WRX Premium, WRX Limited, STi, STi Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp)
Transmissions: 6-speed manual; CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Subaru Impreza WRX/STI 13	14	15
Engine Major	◓	★	●
Engine Minor	○	★	●
Engine Cooling	●	★	●
Transmission Major	●	★	●
Transmission Minor	●	★	●
Drive System	●	★	●
Fuel System	●	★	●
Electrical	●	★	●
Climate System	●	★	●
Suspension	◓	★	●
Brakes	●	★	●
Exhaust	●	★	●
Paint/Trim	◓	★	●
Noises/Leaks	●	★	○
Body Hardware	●	★	●
Power Equipment	●	★	●
In-Car Electronics	●	★	◓
USED CAR VERDICTS	○	★	○
NEW CAR PREDICTION	Average ○		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	180
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	103
Weight (lb.)	3,320
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 26

Tesla Model S

Receiving a midyear freshening, this sporty four-door luxury car seats five (or seven with the optional rear-facing jump seats) and just happens to be electric. With its optional 90-kWh battery—the largest available—it has a claimed range of 294 miles. The 85-kWh P85D that we tested had about a 200-mile range and can be fully charged in as little as 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions. Drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available. Reliability has dropped to below average.

OVERALL SCORE 77	
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	●
ROAD TEST SCORE	100
CRASH PREVENTION	Std./●

Base Price: $70,000-$108,000
Body Styles: sedan
Trim Lines: 60, 60D, 75, 75D, 90D, P90D
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (315 hp); Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

RELIABILITY HISTORY

TROUBLE SPOTS	Tesla Model S 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◒	◓	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	○
Suspension	◓	●	○
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	◓	●
Noises/Leaks	●	◒	◒
Body Hardware	◓	○	○
Power Equipment	○	◓	○
In-Car Electronics	◒	◒	◓
USED CAR VERDICTS	◒	○	●
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 57
Wheelbase (in.) 117
Weight (lb.) 4,960
% weight front/rear 51/49

Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR

Fuel
Electric
CR overall mpg 87

Tesla Model X

The electric-powered Model X SUV features back doors that open up and out of the way, giving easy access to rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making them feel as if they are in a futuristic capsule. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold. Like the S, the Model X has a large, flat battery pack under the floor. The base 75-kWh battery should give the car a range of about 237 miles. The larger battery has a 90-kWh capacity with an EPA-estimated range of 257 miles, with the performance P90D version pegged at a 250-mile range. All-wheel drive is standard.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	●*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

Base Price: $80,000-$115,500
Body Styles: 4-door SUV
Trim Lines: 75D, 90D, P90D
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (328 hp); Electric (518 hp); Electric (762 hp)
Transmissions: 1-speed direct

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions
Length (in.) 198
Width (in.) 82
Height (in.) 64
Wheelbase (in.) 117
Weight (lb.) 5,270
% weight front/rear 49/51

Cargo Measurement
Max. Load (lb.) 1,170
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000

Fuel
Electric
EPA combined mpg 92

Toyota 4Runner

Tough and ready to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans while cornering, and the bobbing and bouncing ride chips away at driver confidence. Limited versions have a tighter suspension with somewhat better control, but at the expense of a stiffer ride. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low to be recommended.

Base Price: $33,810-$454,160
Body Styles: 4-door SUV
Trim Lines: SR5, Trail, TRD Pro, Limited
Drive Wheels: Rear, part-time, or permanent 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.0-liter V6 (270 hp)
Transmissions: 5-speed automatic

OVERALL SCORE 61	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	55
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota 4Runner 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	●	◓	●
Body Hardware	◓	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	●	●
USED CAR VERDICTS	●	●	●

NEW CAR PREDICTION: Much better than average ●

FACTS & FIGURES

Exterior Dimensions

Length (in.)	190
Width (in.)	76
Height (in.)	72
Wheelbase (in.)	110
Weight (lb.)	4,665
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	44.5
Towing Capacity (lb.)	4,700

Fuel

Regular
CR overall mpg: 18

Toyota 86

For 2017, the Scion FR-S is renamed as the Toyota 86. Jointly developed with Subaru, the rear-wheel-drive 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and optimal weight distribution give it precise handling and confident balance at its limits. In corners, the car turns in promptly, with almost no body lean. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. 2016 brought a standard audio system with a 7-inch touch-screen display. Reliability has improved to average of late.

Base Price: $25,305-$30,610
Body Styles: coupe
Trim Lines: Base, RS 2.0
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (205 hp)
Transmissions: 6-speed manual; 6-speed automatic

OVERALL SCORE 74	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	78
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Scion FR-S 13	14	15
Engine Major	◓	★	★
Engine Minor	◓	★	★
Engine Cooling	●	★	★
Transmission Major	◓	★	★
Transmission Minor	●	★	★
Drive System	●	★	★
Fuel System	◓	★	★
Electrical	◓	★	★
Climate System	●	★	★
Suspension	●	★	★
Brakes	●	★	★
Exhaust	●	★	★
Paint/Trim	●	★	★
Noises/Leaks	●	★	★
Body Hardware	●	★	★
Power Equipment	◓	★	★
In-Car Electronics	●	★	★
USED CAR VERDICTS	○	★	★

NEW CAR PREDICTION: Average ○

FACTS & FIGURES

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	51
Wheelbase (in.)	101
Weight (lb.)	2,770
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	7
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 30

Toyota Avalon

Spacious and luxurious, the Avalon is an old-school big sedan, updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Earlier Avalons had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. The improvements included the addition of several advanced safety features. Reliability has been above average.

Base Price: $32,650-$41,950
Body Styles: sedan
Trim Lines: XLE, Premium, Touring, Limited, Hybrid Premium, Hybrid Touring, Hybrid Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: CVT; 6-speed automatic

OVERALL SCORE 79	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	80
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Avalon 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	○	◓	◓
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	◓	◓
USED CAR VERDICTS	●	●	◓
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	111
Weight (lb.)	3,590
% weight front/rear	61/39

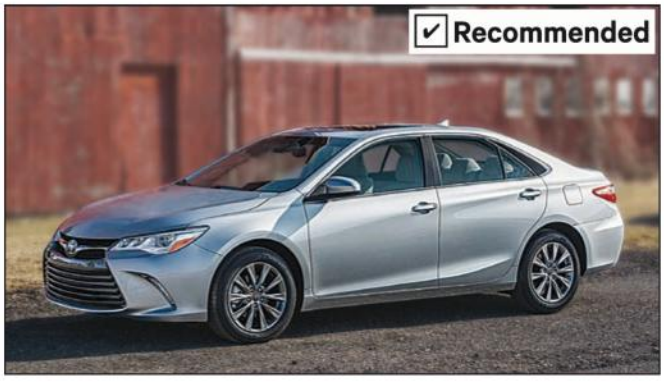
Cargo Measurement

Max. Load (lb.)	930
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 24

Toyota Camry



Sure, it might seem vanilla, but the Camry truly delivers what shoppers want in a midsize sedan. And vanilla happens to be the best-selling flavor of ice cream. The Camry's no-fuss driving experience-great outward visibility, controls that fall easily to hand, a roomy interior-may not be the most thrilling in its class, but it's far from its undeserved boring reputation. A quiet cabin, slick powertrains, a comfortable ride, and sound handling make it pleasant and capable. Year after year this sedan delivers outstanding reliability and solid owner satisfaction. The Camry also scored impressive crash-test results, as well as very competitive fuel economy, which tops out with the Hybrid's 38 mpg.

Base Price: $23,070-$31,370
Body Styles: sedan
Trim Lines: LE, SE, Hybrid LE, Hybrid SE, Hybrid XLE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (173 hp); 2.5-liter 4 (178 hp); 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: CVT; 6-speed automatic

OVERALL SCORE 83-84	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	84-87
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Camry 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	◓	◓	◓
USED CAR VERDICTS	●	●	●
NEW CAR PREDICTION	Much better than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	189
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	109
Weight (lb.)	3,155
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 26-38

Toyota Corolla

The Corolla delivers a relatively comfortable ride for a small car and has a quiet, spacious interior. Handling is lackluster but very secure. A sportier S version has a more taut, responsive suspension. The continuously variable transmission is adequate in delivering power to the wheels. Fuel economy is excellent at 32 mpg overall, and returns 43 mpg on the highway. Interior upgrades include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. The rear seat is one of the roomiest in the category.

Base Price: $17,300-$23,125
Body Styles: sedan
Trim Lines: L, LE, LE Plus, LE Premium, LE Eco, S, S Plus, S Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)
Transmissions: 6-speed manual; CVT; 4-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,900
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 32

OVERALL SCORE 72

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	71
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Corolla 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	●	●	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	●	◓	●
USED CAR VERDICTS	●	◓	●

NEW CAR PREDICTION Much better than average ●

Toyota Corolla iM

The iM hatchback is essentially a better-handling Corolla hatchback, and is highlighted by its angular styling and sub-$20,000 starting price. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses rewarding handling, a civilized ride, and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. Unfortunately, a sunroof is not available. Standard safety equipment includes a backup camera and eight airbags.

Base Price: $18,460-$19,200
Body Styles: 4-door hatchback
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (137 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	171
Width (in.)	69
Height (in.)	55
Wheelbase (in.)	102
Weight (lb.)	2,990
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	21
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 31

OVERALL SCORE 69

PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	64
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION New

Toyota Highlander

The Toyota Highlander ranks among the best midsized, three-row SUVs, with a desirable balance of absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—or seven with optional second-row captain's chairs—and folds flat easily for more cargo stowage. The smooth and punchy 3.5-liter V6 is matched to a six-speed automatic (an eight-speed arrives for 2017). The Hybrid gets 25 mpg overall compared to the conventional engine's 20. It's a long reach to some controls, particularly the standard 6.1-inch touch screen. The Entune system includes a larger 8-inch screen. A comprehensive safety suite will also be available for the 2017 model year.

OVERALL SCORE 82-83	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	●
ROAD TEST SCORE	84-85
CRASH PREVENTION	Opt.

Base Price: $30,490-$50,485
Body Styles: 4-door SUV
Trim Lines: LE, LE Plus, XLE, Limited, Hybrid Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (270 hp); 3.5-liter V6 hybrid (280 hp)
Transmissions: CVT; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Highlander 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	◓	●
Power Equipment	●	◓	●
In-Car Electronics	◓	◒	◓
USED CAR VERDICTS	●	◓	●
NEW CAR PREDICTION	Much better than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	191
Width (in.)	76
Height (in.)	68
Wheelbase (in.)	110
Weight (lb.)	4,490
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,385
Cargo Volume, cu.ft.	40.5
Towing Capacity (lb.)	5,000

Fuel

Regular
CR overall mpg 20-25

Toyota Land Cruiser

Toyota's flagship SUV has the same powerful 5.7-liter V8 as the Tundra pickup. It is luxurious, quick, quiet, comfortable, and refined, but it is thirsty for fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling falls well short. The Land Cruiser receives a number of interior and exterior styling updates for 2016, as well as a new eight-speed automatic transmission. Blind-spot monitoring, lane-departure warning, adaptive cruise control, and rear cross-traffic alert are also standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.

OVERALL SCORE 75	
PREDICTED RELIABILITY	●*
OWNER SATISFACTION	●*
ROAD TEST SCORE	68
CRASH PREVENTION	Std./●

Base Price: $83,825
Body Styles: 4-door SUV
Trim Lines: —
Drive Wheels: Permanent 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	NA		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	78
Height (in.)	74
Wheelbase (in.)	112
Weight (lb.)	5,855
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,230
Cargo Volume, cu.ft.	43
Towing Capacity (lb.)	8,200

Fuel

Regular
CR overall mpg 14

Toyota Mirai

The $57,000 Mirai is Toyota's hydrogen-powered fuel-cell vehicle. While it has a claimed range of 300 miles on a fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas), the sedan is sold only in areas near existing or planned fueling stations on the coasts. Acceleration from the 153-hp electric motor feels sluggish in this heavy car, but otherwise it feels like driving a conventional car. It's about the size of a Camry and seats four. There is only one well-equipped trimline, but the optional power takeoff can let owners run their home if the power goes out. It is on sale in California and goes on sale soon in the Northeast U.S. Toyota is offering free fuel for the duration of the $499 per month, three-year lease.

OVERALL SCORE NA	
PREDICTED RELIABILITY	◓*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

Base Price: $57,500
Body Styles: sedan
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (153 hp)
Transmissions: 1-speed direct

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	193
Width (in.)	72
Height (in.)	60
Wheelbase (in.)	109
Weight (lb.)	4,810
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	690
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Hydrogen
EPA combined mpg: 67

Toyota Prius

The new Prius is longer, lower, and wider than the previous version. It relies on a new platform with an independent rear suspension that contributes to more responsive handling and a steadier ride. We got 52 mpg overall, a significant improvement over the previous-generation's 44 mpg. Colorful digital gauges dominate the dashboard and make it easier to access the infotainment features. The sensible Prius has always been about efficiency and low running costs. The car can still drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, arrives in the fall.

OVERALL SCORE 76	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	●
ROAD TEST SCORE	75
CRASH PREVENTION	Opt.

Base Price: $24,200-$30,000
Body Styles: 4-door hatchback
Trim Lines: Two, Two Eco, Three, Three Touring, Four, Four Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Prius 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	●	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	◓	◓	◓
USED CAR VERDICTS	●	●	●
NEW CAR PREDICTION	Better than average ◓		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	179
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	106
Weight (lb.)	3,080
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	22
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 52

Toyota Prius C

This smaller, less expensive alternative to the regular Prius feels more like a subcompact than a sophisticated hybrid. In the end, you pretty much get what you pay for. It has a harsh ride, a noisy engine and cabin, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg is the best city fuel economy of any car we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Reliability is well above average, but the Prius C scored too low to be recommended.

Base Price: $19,560-$24,495
Body Styles: 4-door hatchback
Trim Lines: One, Two, Persona SE, Three, Four
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	157
Width (in.)	67
Height (in.)	57
Wheelbase (in.)	100
Weight (lb.)	2,545
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	845
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 43

OVERALL SCORE 64

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	55
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Prius C 13	14	15
Engine Major	●	●	✶
Engine Minor	●	●	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	●	●	✶
Fuel System	●	●	✶
Electrical	●	●	✶
Climate System	●	●	✶
Suspension	●	●	✶
Brakes	●	●	✶
Exhaust	●	●	✶
Paint/Trim	●	●	✶
Noises/Leaks	●	◓	✶
Body Hardware	●	●	✶
Power Equipment	●	●	✶
In-Car Electronics	◓	●	✶
USED CAR VERDICTS	●	●	✶

NEW CAR PREDICTION Much better than average ●

Toyota Prius V

This wagon version of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable and composed, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound, with responsive, but uninspiring, steering. Rear visibility is better than in the standard Prius. The Prius V now scores a Good in the latest IIHS small-overlap crash test. A larger 4.1-inch dashtop screen for trip computer functions is also new.

Base Price: $26,675-$30,935
Body Styles: wagon
Trim Lines: Two, Three, Four, Five
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (134 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	109
Weight (lb.)	3,280
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	32
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 41

OVERALL SCORE 75

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	73
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Prius V 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	●	●	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	●	●	○

NEW CAR PREDICTION Much better than average ●

Toyota RAV4

For years, the RAV4 has consistently been among the top-ranked small SUVs. Freshened for 2016, the cabin is quieter; the ride is smoother; it has a suite of advanced safety features; and offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. While the XLE comes with the automatic climate control and sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more-comfortable faux-leather seats. Access is very easy, and the rear seat is roomy.

Base Price: $24,350-$33,610
Body Styles: 4-door SUV
Trim Lines: LE, XLE, SE, Limited, Hybrid XLE, Hybrid Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: CVT; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	180
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	3,620
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	37
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg 24-31

OVERALL SCORE 76

PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	74-75
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota RAV4 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	●
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	◓	●	●

NEW CAR PREDICTION Much better than average ●

Toyota Sequoia

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Updates for 2016 include available blind-spot monitoring and lane-departure warning. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard. Reliability has been well above average, but the Sequoia scores too low for us to recommend it.

Base Price: $45,325-$65,080
Body Styles: 4-door SUV
Trim Lines: SR5, Limited, Platinum
Drive Wheels: Rear or selectable 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	205
Width (in.)	80
Height (in.)	75
Wheelbase (in.)	122
Weight (lb.)	6,025
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,230
Cargo Volume, cu.ft.	61
Towing Capacity (lb.)	7,300

Fuel

Regular
CR overall mpg 15

OVERALL SCORE 66

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	60
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Sequoia 13	14	15
Engine Major	●	●	✶
Engine Minor	●	◓	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	●	●	✶
Fuel System	●	●	✶
Electrical	●	●	✶
Climate System	●	●	✶
Suspension	●	●	✶
Brakes	●	●	✶
Exhaust	●	●	✶
Paint/Trim	◓	●	✶
Noises/Leaks	◓	○	✶
Body Hardware	◓	●	✶
Power Equipment	●	●	✶
In-Car Electronics	◓	◒	✶
USED CAR VERDICTS	●	●	✶

NEW CAR PREDICTION Much better than average ●

Toyota Sienna

As minivans go the Sienna is a sensible choice, but it isn't very engaging to drive. Interior fit and finish and controls were improved in 2015, and the cabin was made quieter. The Sienna rides very comfortably, but handling is lackluster. The 3.5-liter V6 is lively and returns a respectable 20 mpg overall. The all-wheel-drive version--the only such minivan on the market--sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. That update also brought a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion airbag. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over the Honda Odyssey.

Base Price: $28,850-$46,410
Body Styles: minivan
Trim Lines: L, LE, SE, XLE, XLE AWD, Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (266 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	119
Weight (lb.)	4,445
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,390
Cargo Volume, cu.ft.	70.5
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 19-20

OVERALL SCORE	78-80
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	78-80
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Sienna 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	◓	●	●
Noises/Leaks	◒	○	●
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	◓	●	◓
NEW CAR PREDICTION	Better than average ◓		

Toyota Tacoma

The redesigned 2016 Tacoma features a new 3.5-liter V6 hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Overall, while the truck is tough-as-nails, with peerless reliability and off-road prowess, but it's rather primitive. The ride remains stiff, handling is ponderous, the cabin is loud, and the driving position is still awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available.

Base Price: $23,660-$38,180
Body Styles: extended cab; crew cab
Trim Lines: SR, SR5, TRD Sport, TRD Off-Road, Limited
Drive Wheels: Rear or part-time 4WD
Seating: 2 front, 3 rear
Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	71
Wheelbase (in.)	127
Weight (lb.)	4,450
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,000
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	6,400

Fuel

Regular
CR overall mpg 19

OVERALL SCORE	54
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	◓
ROAD TEST SCORE	46
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Tacoma 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	●	●	●
Brakes	○	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	○	◓	◓
Body Hardware	●	●	●
Power Equipment	●	●	●
In-Car Electronics	●	◓	●
USED CAR VERDICTS	◓	●	○
NEW CAR PREDICTION	Better than average ◓		

Toyota Tundra

Despite a recent freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Reliability has been above average, but the Tundra scores too low to be recommended.

Base Price: $29,140-$49,580
Body Styles: regular cab; extended cab; crew cab
Trim Lines: Base, SR5, Limited, Platinum, 1794 Edition
Drive Wheels: Rear or part-time 4WD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	229
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	146
Weight (lb.)	5,740
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,395
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	10,000

Fuel

Regular
CR overall mpg 15

OVERALL SCORE 69

PREDICTED RELIABILITY	●
OWNER SATISFACTION	◓
ROAD TEST SCORE	63
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Tundra 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	◓	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	◓	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	●
Noises/Leaks	●	◓	◓
Body Hardware	●	●	●
Power Equipment	◓	●	●
In-Car Electronics	◓	◓	●
USED CAR VERDICTS	◓	●	●

NEW CAR PREDICTION Much better than average ●

Toyota Yaris

Even after its face-lift last year, the Yaris remains a slow, noisy, and tinny two- or four-door subcompact with a choppy ride and an awkward driving position. The standard drivetrain is a 1.5-liter, four-cylinder engine paired with a five-speed manual, with a four-speed automatic optional. In our tests the Yaris returned a commendable 32 mpg overall. One highlight of the Yaris is its rear seat, which is roomy for the class. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel efficient and a more pleasant choice.

Base Price: $14,895-$17,670
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: L, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 5-speed manual; 4-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	154
Width (in.)	67
Height (in.)	59
Wheelbase (in.)	99
Weight (lb.)	2,385
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	845
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 32

OVERALL SCORE 55

PREDICTED RELIABILITY	●*
OWNER SATISFACTION	○*
ROAD TEST SCORE	47
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NOT ENOUGH DATA TO RATE		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION NA

Toyota Yaris iA

For 2017 the Scion iA is renamed the Toyota Yaris iA. This four-door sedan is actually built by Mazda and based on the new Mazda2 (not sold in the U.S.) It is powered by a 106-hp, 1.5-liter four-cylinder hooked up to either a six-speed manual or automatic. In our testing we got an impressive 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that uses a laser sensor to help the driver avoid collisions. A backup camera is standard. Inside, the iA gets steering-wheel controls for the audio, a 7-inch center screen display controlled via a center knob, just like in current Mazda models. A navigation system is a dealer-installed option.

OVERALL SCORE 65	
PREDICTED RELIABILITY	○*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	60
CRASH PREVENTION	Std./○

Base Price: $15,700-$16,800
Body Styles: sedan
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	172
Width (in.)	67
Height (in.)	59
Wheelbase (in.)	101
Weight (lb.)	2,420
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg: 35

Volkswagen Beetle

The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Updates for 2016 include an available rear-view camera and blind-spot detection. Reliability has been much below average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

OVERALL SCORE 47	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	○
ROAD TEST SCORE	59
CRASH PREVENTION	NA

Base Price: $19,595-$36,050
Body Styles: 2-door hatchback; convertible
Trim Lines: 1.8T, R-Line
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (210 hp)
Transmissions: 6-speed sequential; 5-speed manual; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Beetle 13	14	15
Engine Major	●	●	*
Engine Minor	●	●	*
Engine Cooling	●	●	*
Transmission Major	●	●	*
Transmission Minor	●	●	*
Drive System	●	◓	*
Fuel System	●	●	*
Electrical	●	●	*
Climate System	●	●	*
Suspension	●	●	*
Brakes	◓	◓	*
Exhaust	●	●	*
Paint/Trim	◓	◓	*
Noises/Leaks	●	○	*
Body Hardware	○	○	*
Power Equipment	◒	◓	*
In-Car Electronics	○	●	*
USED CAR VERDICTS	○	●	*
NEW CAR PREDICTION	Much worse than average ●		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	59
Wheelbase (in.)	100
Weight (lb.)	3,040
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	835
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

Fuel

Regular or premium
CR overall mpg: 27

Volkswagen CC

Style trumps function in the CC, bringing a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbo four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. A stronger 280-hp, 3.6-liter V6 and AWD are optional. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, such as a sunroof and rear-view camera, are available only on higher-trim versions. The 2016 model year brought USB ports, lane-keeping assist, and adaptive cruise control. Reliability has improved to above average.

Base Price: $32,670-$37,820
Body Styles: sedan
Trim Lines: Base, Sport, R-Line, Executive, V6 Executive
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp); 3.6-liter V6 (280 hp)
Transmissions: 6-speed sequential; 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	189
Width (in.)	73
Height (in.)	56
Wheelbase (in.)	107
Weight (lb.)	3,420
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	2,000

Fuel

Premium
CR overall mpg 26

OVERALL SCORE 74	
PREDICTED RELIABILITY	◓
OWNER SATISFACTION	○
ROAD TEST SCORE	78
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen CC 13	14	15
Engine Major	●	✶	✶
Engine Minor	●	✶	✶
Engine Cooling	●	✶	✶
Transmission Major	●	✶	✶
Transmission Minor	●	✶	✶
Drive System	●	✶	✶
Fuel System	●	✶	✶
Electrical	●	✶	✶
Climate System	◓	✶	✶
Suspension	◓	✶	✶
Brakes	●	✶	✶
Exhaust	●	✶	✶
Paint/Trim	●	✶	✶
Noises/Leaks	◓	✶	✶
Body Hardware	●	✶	✶
Power Equipment	●	✶	✶
In-Car Electronics	◓	✶	✶
USED CAR VERDICTS	◓	✶	✶

NEW CAR PREDICTION Better than average ◓

Volkswagen Golf

The Golf is a notch above other compacts and is priced accordingly. Power comes from a smooth, strong 170-hp, 1.8-liter turbo four-cylinder that returned 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, the ride is comfortable, and the quiet cabin has a solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. USB ports were added for 2016, as well as lane-keeping assist, blind-spot monitoring, and cross-traffic alert. Reliability of the current design has been much below average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Base Price: $18,495-$38,995
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: 1.8T, S, SE, SEL, eGolf, R
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: Electric (115 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed sequential; 5-speed manual; 6-speed manual; 1-speed direct; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	104
Weight (lb.)	3,090
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,005
Cargo Volume, cu.ft.	24
Towing Capacity (lb.)	NR

Fuel

Regular or premium or electric
CR overall mpg 28

OVERALL SCORE 63	
PREDICTED RELIABILITY	●
OWNER SATISFACTION	◉
ROAD TEST SCORE	82
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Golf 13	14	15
Engine Major	◉	◉	◉
Engine Minor	◉	◉	◉
Engine Cooling	◉	◉	◉
Transmission Major	◉	◉	◉
Transmission Minor	◉	◉	◉
Drive System	◉	◓	◉
Fuel System	◓	◉	◓
Electrical	◓	◉	◉
Climate System	◓	◉	◉
Suspension	◓	◉	◉
Brakes	◉	◓	◉
Exhaust	◓	◉	◉
Paint/Trim	◓	◉	◉
Noises/Leaks	◓	○	◓
Body Hardware	◉	○	◉
Power Equipment	○	◓	◓
In-Car Electronics	◓	○	◓
USED CAR VERDICTS	○	○	●

NEW CAR PREDICTION Much worse than average ●

Volkswagen GTI

The GTI uses a 210-hp, 2.0-liter turbo, driving through either a six-speed manual or six-speed dual-clutch automatic transmission. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive, with a taut ride that won't beat you up. Handling is very lively, and throttle response is immediate. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system includes 3D navigation and an easy-to-use touch screen. With 2016 comes available lane-keeping assist, blind-spot monitoring, and cross-traffic alert. Reliability of the redesign has been average.

OVERALL SCORE 75	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	●
ROAD TEST SCORE	82
CRASH PREVENTION	Opt.

Base Price: $24,995-$32,730
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: S, SE, Autobahn
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)
Transmissions: 6-speed sequential; 6-speed manual

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen GTI 13	14	15
Engine Major	●	✶	●
Engine Minor	◓	✶	●
Engine Cooling	●	✶	●
Transmission Major	●	✶	●
Transmission Minor	●	✶	●
Drive System	●	✶	●
Fuel System	◓	✶	●
Electrical	●	✶	●
Climate System	◓	✶	●
Suspension	●	✶	●
Brakes	○	✶	●
Exhaust	●	✶	●
Paint/Trim	●	✶	●
Noises/Leaks	●	✶	○
Body Hardware	●	✶	●
Power Equipment	○	✶	◓
In-Car Electronics	◒	✶	◓
USED CAR VERDICTS	●	✶	○
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	166
Width (in.)	70
Height (in.)	58
Wheelbase (in.)	102
Weight (lb.)	3,155
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,045
Cargo Volume, cu.ft.	24
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 29

Volkswagen Jetta

A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. It has an absorbent and composed ride, and handling is quite nimble. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns an excellent 30 mpg. The refined and energetic 1.4-liter turbocharged four-cylinder got 32 mpg overall in our testing. The GLI trim uses a strong turbocharged 2.0-liter four cylinder and has a sportier suspension, better brakes, and a richer-feeling interior than the other Jettas. The Hybrid's 1.4-liter turbo engine, electric motor, and seven-speed automated manual work seamlessly, returning 37 mpg overall in our tests, but it will be dropped for 2017. The diesel version is under investigation by the EPA for not complying with emissions regulations.

OVERALL SCORE 68-71	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	74-79
CRASH PREVENTION	Opt.

Base Price: $17,680-$31,120
Body Styles: sedan
Trim Lines: S, SE, Sport, SEL, GLI SE, GLI SEL, Hybrid SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (150 hp); 1.4-liter 4 hybrid (170 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (210 hp)
Transmissions: 6-speed sequential; 7-speed sequential; 5-speed manual; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Jetta 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	●	◓	◓
Electrical	●	●	●
Climate System	◓	◓	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	○	◓
Body Hardware	●	●	●
Power Equipment	◒	○	○
In-Car Electronics	○	◓	○
USED CAR VERDICTS	○	○	●
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	104
Weight (lb.)	3,040
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,025
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular or premium
CR overall mpg 27-37

Volkswagen Passat

With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsized sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder and a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Extra-spacious rear seats are a big plus, and the trunk is huge. For 2016 VW added USB ports, improved interior fit and finish, and introduced new active safety features. Reliability has been average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Base Price: $22,440-$36,835
Body Styles: sedan
Trim Lines: S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp); 3.6-liter V6 (280 hp)
Transmissions: 6-speed sequential; 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	59
Wheelbase (in.)	110
Weight (lb.)	3,320
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,115
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular or premium

CR overall mpg	23-28

OVERALL SCORE 74-76

PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	79-82
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Passat 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	●	●	●
Fuel System	◓	◓	◓
Electrical	●	●	●
Climate System	◓	●	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	●	●
Noises/Leaks	◓	◓	◓
Body Hardware	◓	●	●
Power Equipment	○	◓	●
In-Car Electronics	◒	◒	◒
USED CAR VERDICTS	○	○	○
NEW CAR PREDICTION		Average ○	

Volkswagen Tiguan

This solid and nimble small SUV has high-end fit and finish and spacious rear seating. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that keeps the Tiguan secure and unflappable at its limits. With its 19-inch tires, the top-trim SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. Automatic climate control is available only on the SEL. The 2.0-liter, turbocharged four-cylinder is smooth and yielded 21 mpg overall in our tests. A well-equipped Tiguan can easily climb into the mid-$30,000 range. Recent updates include greater availability of keyless access with push-button start, more trim lines getting a power driver's seat, and a rear-view camera. Reliability has been average.

Base Price: $24,890-$36,420
Body Styles: 4-door SUV
Trim Lines: S, R-Line, SE, SEL
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed manual; 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	174
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	103
Weight (lb.)	3,785
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,145
Cargo Volume, cu.ft.	30
Towing Capacity (lb.)	2,200

Fuel

Premium

CR overall mpg	21

OVERALL SCORE 69

PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	74
CRASH PREVENTION	NA

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Tiguan 13	14	15
Engine Major	●	●	✶
Engine Minor	◓	●	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	●	●	✶
Drive System	●	●	✶
Fuel System	○	●	✶
Electrical	●	●	✶
Climate System	●	●	✶
Suspension	●	●	✶
Brakes	●	○	✶
Exhaust	●	●	✶
Paint/Trim	●	●	✶
Noises/Leaks	●	●	✶
Body Hardware	●	◓	✶
Power Equipment	○	◓	✶
In-Car Electronics	○	◓	✶
USED CAR VERDICTS	○	◓	✶
NEW CAR PREDICTION		Average ○	

Volkswagen Touareg

The Touareg has the feel of a sharp-handling, luxury SUV, with a plush interior and wide, supportive seats that deliver all-day comfort. The standard engine is a 3.6-liter V6 mated to an eight-speed automatic transmission. In our tests of the V6 turbodiesel, it pulls effortlessly and has a generous towing capacity. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but the almost-$50,000 Touareg we sampled lacked some common luxury features, such as a sunroof. The top-of-the-line hybrid version has been discontinued. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Base Price: $42,705-$59,745
Body Styles: 4-door SUV
Trim Lines: V6
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (280 hp)
Transmissions: 8-speed automatic

OVERALL SCORE NA

PREDICTED RELIABILITY	○
OWNER SATISFACTION	◓
ROAD TEST SCORE	NA
CRASH PREVENTION	Opt.

RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Touareg 13	14	15
Engine Major	●	●	✶
Engine Minor	●	●	✶
Engine Cooling	●	●	✶
Transmission Major	●	●	✶
Transmission Minor	◓	●	✶
Drive System	●	◓	✶
Fuel System	◓	◓	✶
Electrical	●	●	✶
Climate System	●	●	✶
Suspension	●	●	✶
Brakes	●	●	✶
Exhaust	●	●	✶
Paint/Trim	●	●	✶
Noises/Leaks	●	●	✶
Body Hardware	●	◓	✶
Power Equipment	○	●	✶
In-Car Electronics	◒	○	✶
USED CAR VERDICTS	◓	○	✶
NEW CAR PREDICTION		Average ○	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	189
Width (in.)	76
Height (in.)	67
Wheelbase (in.)	114
Weight (lb.)	5,060
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,105
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	7,700

Fuel

Premium
EPA combined mpg 19

Volvo S60

The S60 offers fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet, well-finished, and logically laid out, and the front seats are very comfortable. But the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has a 2.5-liter, five-cylinder turbo and raised ground clearance. The Inscription model adds almost 3 inches of rear leg room. Reliability has been above average.

Base Price: $34,150-$59,300
Body Styles: sedan
Trim Lines: T5 Drive-E, T5, T6 Drive-E, Cross Country, Inscription, T6 R-Design, Polestar
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 2.0-liter 4 turbo (302 hp); 3.0-liter 6 turbo (325 hp); 3.0-liter 6 turbo (345 hp)
Transmissions: 6-speed automatic; 8-speed automatic

OVERALL SCORE 77

PREDICTED RELIABILITY	◓
OWNER SATISFACTION	○
ROAD TEST SCORE	80
CRASH PREVENTION	Std./○

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo S60 13	14	15
Engine Major	●	●	●
Engine Minor	●	●	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	○	●	●
Drive System	●	●	●
Fuel System	●	●	◓
Electrical	●	●	●
Climate System	●	◓	●
Suspension	●	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	◓	●
Noises/Leaks	◓	○	●
Body Hardware	●	●	●
Power Equipment	◓	◓	○
In-Car Electronics	○	◓	◓
USED CAR VERDICTS	○	○	◓
NEW CAR PREDICTION		Better than average ◓	

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	109
Weight (lb.)	3,610
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	1,025
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 25

Volvo S90

The S90 shares the same platform, powertrains, and interior components as the XC90 SUV, including the infotainment touchscreen system that's unintuitive to use. All models use a 2.0-liter turbocharged four-cylinder, but with different power outputs. Base T5 versions produce 250 horsepower. A turbocharged/supercharged variant in the T6 produces 316 hp, while the top-of-the-line T8 plug-in hybrid variant puts out 410 hp. All are paired with an eight-speed automatic. Active safety features include all the latest and Volvo's CitySafe system includes a large animal detection option to help detect a deer from afar. The S90 starts at $46,950 and competes with midsized luxury sedans such as the Mercedes-Benz E-class and BMW 5 Series. A V90 wagon version will arrive in 2017.

OVERALL SCORE	NA
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	NA
CRASH PREVENTION	Std./●

Base Price: $46,950-$56,250
Body Styles: sedan
Trim Lines: T5 Momentum, T6 Momentum, T5 Inscription, T6 Inscription, T8 Plug-in
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (407 hp)
Transmissions: 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	4,220
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	4,600

Fuel

Premium
EPA combined mpg 27

Volvo V60

This wagon version of the S60 has fairly agile handling, but the ride is overly firm. The new four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. Opting for all-wheel drive brings the older, gruff-sounding five-cylinder. The top-level T6 trim has standard all-wheel drive and is quick and refined. The interior is quiet and logically laid out, but some controls are complicated. The front seats are very comfortable, but the rear is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The new AWD Cross County version has higher ground clearance. First-year reliability has been below average.

OVERALL SCORE	60
PREDICTED RELIABILITY	◒
OWNER SATISFACTION	◓
ROAD TEST SCORE	73
CRASH PREVENTION	Std./○

Base Price: $36,150-$60,900
Body Styles: wagon
Trim Lines: T5 Drive-E, Cross Country, T6 R-Design, Polestar
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 3.0-liter 6 turbo (325 hp); 3.0-liter 6 turbo (345 hp)
Transmissions: 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo V60		
	13	14	15
Engine Major			●
Engine Minor			○
Engine Cooling			●
Transmission Major			●
Transmission Minor			●
Drive System			◓
Fuel System			◓
Electrical			●
Climate System			◓
Suspension			●
Brakes			●
Exhaust			●
Paint/Trim			●
Noises/Leaks			●
Body Hardware			●
Power Equipment			●
In-Car Electronics			●
USED CAR VERDICTS			◒
NEW CAR PREDICTION	Worse than average ◒		

FACTS & FIGURES

Exterior Dimensions

Length (in.)	183
Width (in.)	73
Height (in.)	61
Wheelbase (in.)	109
Weight (lb.)	3,925
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	990
Cargo Volume, cu.ft.	26
Towing Capacity (lb.)	3,300

Fuel

Regular
CR overall mpg 21

Volvo XC60

While a good choice overall, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is stiff, but handling is responsive and secure. The 3.0-liter turbo six-cylinder performs well, but fuel economy is mediocre at 17 mpg overall. The new turbocharged four-cylinder engines are coupled to an eight-speed automatic for better fuel economy. Wind and road noise are well suppressed. The interior is well-constructed with high-quality materials, but some controls are fussy to use. The seats are nicely shaped and comfortable up front, although rear leg room is a bit tight. City Safe automatic braking is standard, and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey.

Base Price: $36,600-$51,300
Body Styles: 4-door SUV
Trim Lines: T5 Drive-E, T6 Drive-E, T5, T6, T6 R-Design
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 3.0-liter 6 turbo (300 hp); 2.0-liter 4 turbo (302 hp); 3.0-liter 6 turbo (325 hp)
Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	67
Wheelbase (in.)	109
Weight (lb.)	4,275
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	32.5
Towing Capacity (lb.)	3,500

Fuel

Regular
CR overall mpg 17

OVERALL SCORE 67	
PREDICTED RELIABILITY	○
OWNER SATISFACTION	○
ROAD TEST SCORE	71
CRASH PREVENTION	Std./○

RELIABILITY HISTORY

TROUBLE SPOTS	Volvo XC60 13	14	15
Engine Major	●	●	●
Engine Minor	●	◓	●
Engine Cooling	●	●	●
Transmission Major	●	●	●
Transmission Minor	●	●	●
Drive System	◓	●	●
Fuel System	●	●	●
Electrical	●	●	●
Climate System	●	●	●
Suspension	◓	●	●
Brakes	●	●	●
Exhaust	●	●	●
Paint/Trim	●	○	●
Noises/Leaks	◓	◓	●
Body Hardware	●	○	●
Power Equipment	◒	◒	◓
In-Car Electronics	●	◓	◓
USED CAR VERDICTS	○	●	○
NEW CAR PREDICTION		Average ○	

Volvo XC90

The XC90 is a highly capable and competitive three-row SUV. Base models use a 250-hp, 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. We tested the T6 with its 316-hp, turbocharged and supercharged version. It delivers decent punch and returned 20 mpg overall. but has a raspy sound. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff, though the optional air suspension makes it more comfortable. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system. Many electronic safety features are available.

Base Price: $43,950-$68,100
Body Styles: 4-door SUV
Trim Lines: T5 Momentum, T5 R-Design, T5 Inscription, T6 Momentum, T6 R-Design, T6 Inscription, T8 Plug-in Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)	195
Width (in.)	84
Height (in.)	70
Wheelbase (in.)	118
Weight (lb.)	4,595
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,210
Cargo Volume, cu.ft.	35
Towing Capacity (lb.)	5,000

Fuel

Premium
CR overall mpg 20

OVERALL SCORE 71	
PREDICTED RELIABILITY	◒*
OWNER SATISFACTION	◓*
ROAD TEST SCORE	84
CRASH PREVENTION	Std./●

RELIABILITY HISTORY

TROUBLE SPOTS	13	14	15
Engine Major	NO DATA NEW MODEL		
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	New		

Road-Test Highlights

Consumer Reports conducts more than 50 objective and subjective tests and evaluations on every vehicle we rate.

These charts list our test results, which allow you to easily compare models. These are the criteria that appear in the charts:

> **Make & model** specifies the model and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different results depending on trim and equipment level, body style, and engine type.

> **Trans** indicates the transmission type and number of speeds. (Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential, and 1-spd. dir. is 1-speed direct drive.)

> **HP** is the horsepower of the engine tested.

> **Engine** notes tested displacement, number of cylinders, and configuration.

> **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and highway driving are listed separately.

> **Acceleration** is based on several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling. The **1/4-mile** test is done from a standing start, and the figures indicate the number of seconds needed to reach the quarter-mile mark and at what speed.

> **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement without any of the wheels locking up.

> **Handling** includes emergency-handling and turning circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

Our road tests of some Audi, Porsche, and Volkswagen diesel models took place prior to the EPA notifying them of Clean Air Act violations. As a result, we have dropped our test results. We will retest the vehicles when a recall has been made available.

For more information and to continue your research, visit our comprehensive website at ConsumerReports.org. Subscribers to our website have access to all of our test results, detailed reliability and owner satisfaction Ratings, and our expert reviews.

MAKE & MODEL	TRANS.	HP	ENGINE	CR'S FUEL ECONOMY (MPG)			ACCELERATION			BRAKING		HANDLING	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Acura ILX Premium	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RDX	auto 6	273	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 6	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Audi A3 Premium	seq 6	170	1.8-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A5 convertible Premium Plus	auto 6	211	2.0-liter 4 turbo	22	15	31	2.9	8.0	16.2 @ 89	134	145	53.0	39
Audi A6 Premium Plus	auto 8	310	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 L	auto 8	372	4.2-liter V8	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q5 Premium Plus	auto 8	211	2.0-liter 4 turbo	21	14	29	3.0	7.9	16.2 @ 88	130	138	52.0	39
Audi Q7 Premium Plus	auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW M235i	man 6	320	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 328i	auto 8	240	2.0-liter 4 turbo	28	19	39	2.6	6.3	14.9 @ 97	132	141	54.5	38
BMW 535i	auto 8	300	3.0-liter 6 turbo	23	15	34	2.5	6.1	14.5 @ 101	137	148	51.5	40
BMW 750i XDrive	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW X1 xDrive28i	auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X3 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	30	2.9	7.3	15.8 @ 91	130	138	53.0	40
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
BMW Z4 sDrive28i	man 6	240	2.0-liter 4 turbo	28	19	38	2.4	6.1	14.7 @ 99	122	130	54.5	36
Buick Enclave CXL	auto 6	288	3.6-liter V6	15	10	24	3.0	7.9	16.2 @ 87	142	153	50.0	43
Buick Encore Leather	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Regal Premium I	auto 6	259	2.0-liter 4 turbo	24	15	35	2.9	7.4	15.9 @ 92	125	134	53.5	39
Buick Verano Leather	auto 6	180	2.4-liter 4	24	16	33	3.0	8.5	16.5 @ 87	129	141	54.5	40
Cadillac ATS Luxury	auto 6	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CTS Luxury (AWD)	auto 6	321	3.6-liter V6	21	14	29	2.7	6.8	15.2 @ 97	127	145	54.5	38
Cadillac Escalade Premium	auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XTS Premium	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Camaro 2SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 6	305	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Equinox 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
Chevrolet Equinox LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42
Chevrolet Impala 2LTZ	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu LT	auto 6	163	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic hatchback LTZ	man 6	138	1.4-liter 4 turbo	30	21	39	3.0	8.9	16.9 @ 84	130	140	55.0	38
Chevrolet Sonic sedan LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet SS	auto 6	415	6.2-liter V8	17	12	23	2.2	5.1	13.5 @ 110	118	124	56.0	39
Chevrolet Suburban LTZ	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41

**MPG equivalent

MAKE & MODEL	TRANS.	HP	ENGINE	CR'S FUEL ECONOMY (MPG)			ACCELERATION			BRAKING		HANDLING	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Chevrolet Traverse LT	auto 6	288	3.6-liter V6	16	11	23	3.0	7.9	16.2 @ 87	141	161	50.0	42
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38
Chrysler 200 C	auto 9	295	3.6-liter V6	25	15	42	3.1	6.9	15.4 @ 97	138	148	51.5	41
Chrysler 200 Limited	auto 9	184	2.4-liter 4	30	19	44	3.9	9.8	17.6 @ 83	130	135	53.5	41
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT Plus	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Dart SXT	auto 6	184	2.4-liter 4	27	18	37	3.4	9.3	17.2 @ 84	127	134	54.5	38
Dodge Durango Limited	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Grand Caravan R/T	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
Dodge Journey Lux	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 500 Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500 Sport	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
Fiat 500c Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11.0	18.1 @ 76	129	137	53.0	34
Fiat 500L Easy	seq 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Easy	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-MAX Energi	CVT	188	2.0-liter 4 + electric	47*	45*	49*	3.3	8.1	16.4 @ 89	136	146	50.5	41
Ford C-MAX Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford Edge SEL	auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	auto 6	173	1.6-liter 4 turbo	22	15	31	3.4	9.9	17.5 @ 80	133	139	52.5	40
Ford Escape Titanium	auto 6	231	2.0-liter 4 turbo	22	15	29	2.9	8.2	16.3 @ 87	134	139	52.5	40
Ford Expedition Limited EL	auto 6	365	3.5-liter V6 turbo	14	10	19	2.7	7.2	15.7 @ 91	136	155	45.0	45
Ford Explorer XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT	auto 6	325	2.7-liter V6 turbo	17	12	22	2.9	7.0	15.5 @ 94	137	155	46.0	49
Ford F-150 XLT	auto 6	365	3.5-liter V6 turbo	16	11	22	2.9	7.2	15.7 @ 93	139	156	46.5	49
Ford Fiesta hatchback SES	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Fiesta hatchback SE	man 5	123	1.0-liter 3 turbo	35	25	46	3.1	9.0	17.2 @ 83	125	133	56.0	35
Ford Fiesta sedan SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Flex SEL	auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus Electric	1-spd. dir.	143	Electric	111**	104**	116**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Focus sedan SE (1.0T)	auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus sedan SE (2.0L)	seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus ST	man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Fusion SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion SE Hybrid	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion Titanium	auto 6	231	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT Premium	man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	53.0	39
Ford Taurus Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
GMC Canyon LT	auto 6	305	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Sierra 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Terrain 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
GMC Terrain LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42
GMC Yukon LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Honda Accord EX-L	auto 6	278	3.5-liter V6	26	16	39	2.7	6.3	14.7 @ 99	139	150	52.5	40

*Composite of electric and gas. **MPG equivalent

MAKE & MODEL	TRANS.	HP	ENGINE	CR'S FUEL ECONOMY (MPG)			ACCELERATION			BRAKING		HANDLING	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Honda Accord LX	CVT	185	2.4-liter 4	30	21	40	3.3	7.7	16.0 @ 92	136	148	53.0	41
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda CR-V EX	CVT	185	2.4-liter 4	24	18	31	3.9	9.0	17.1 @ 86	134	143	51.5	38
Honda CR-Z EX	man 6	122	1.5-liter 4 hybrid	35	26	45	3.2	9.3	17.2 @ 82	139	146	52.0	36
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Odyssey EX-L	auto 6	248	3.5-liter V6	21	13	31	3.3	8.4	16.6 @ 88	136	143	47.5	40
Honda Pilot EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Hyundai Accent hatchback SE	man 6	138	1.6-liter 4	32	24	40	3.0	8.5	16.8 @ 84	136	147	55.0	37
Hyundai Accent sedan GLS	auto 6	138	1.6-liter 4	31	20	45	3.7	10.3	17.8 @ 82	134	146	51.5	37
Hyundai Elantra SE	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
(Hyundai) Genesis G80 3.8 (AWD)	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
Hyundai Santa Fe GLS	auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Santa Fe Sport Base	auto 6	190	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
Hyundai Sonata SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	51.0	37
Hyundai Tucson SE	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson Sport	seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Hyundai Veloster	man 6	138	1.6-liter 4	31	24	37	3.2	9.2	17.1 @ 83	131	142	54.0	36
Infiniti Q50 Premium (AWD)	auto 7	328	3.7-liter V6	21	14	30	2.3	5.6	14.1 @ 103	126	135	54.0	42
Infiniti Q70 Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
Infiniti Q70	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti QX60	CVT	265	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX70	auto 7	303	3.5-liter V6	18	13	24	2.7	6.8	15.2 @ 95	133	147	51.0	40
Infiniti QX80	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar XJL	auto 6	385	5.0-liter V8	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Latitude	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
Jeep Cherokee Limited	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
Jeep Compass Latitude	CVT	172	2.4-liter 4	22	15	29	4.1	10.3	17.9 @ 82	145	170	48.0	38
Jeep Grand Cherokee Limited Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	40
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	39
Jeep Patriot Latitude	CVT	172	2.4-liter 4	21	15	28	4.0	10.3	17.9 @ 80	141	158	51.5	37
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Unlimited Sahara	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
Kia Forte LX	auto 6	148	1.8-liter 4	28	19	40	3.6	10.1	17.6 @ 83	128	137	52.5	38
Kia Optima EX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Rio hatchback EX	auto 6	138	1.6-liter 4	29	21	37	3.6	9.9	17.5 @ 81	136	146	55.0	37
Kia Rio sedan EX	auto 6	138	1.6-liter 4	30	22	39	3.5	9.5	17.3 @ 83	138	148	55.0	37
Kia Sedona EX	auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	auto 6	164	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Land Rover Discovery Sport HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Lexus CT 200h Premium	CVT	134	1.8-liter 4 hybrid	40	31	47	3.8	11.0	18.3 @ 78	133	146	54.5	37
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40
Lexus ES 350	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus GS 350	auto 6	306	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300 (AWD)	auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus LS 460L	auto 8	386	4.6-liter V8	21	13	32	2.6	6.2	14.6 @ 101	140	153	48.5	40

MAKE & MODEL	TRANS.	HP	ENGINE	CR'S FUEL ECONOMY (MPG)			ACCELERATION			BRAKING		HANDLING	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Lexus NX 200t	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	41
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	40
Lincoln MKC Reserve	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ 2.0 EcoBoost	auto 6	231	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln MKZ Hybrid	CVT	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln Navigator Base	auto 6	380	3.5-liter V6 turbo	15	10	20	2.6	7.0	15.6 @ 90	136	151	48.5	41
Maserati Ghibli S Q4	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda CX-3 Touring	auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	auto 6	184	2.5-liter 4	25	19	32	2.8	8.0	16.2 @ 86	133	142	52.5	38
Mazda MX-5 Miata Club	man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mazda3 i Grand Touring	man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 i Touring	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mercedes-Benz C300 (AWD)	auto 7	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA250	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz GLA250	seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC300	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	50.0	40
Mercedes-Benz GLS350d	auto 7	240	3.0-liter V6 turbodiesel	20	14	28	3.2	8.2	16.5 @ 86	136	146	44.5	41
Mercedes-Benz GLE350	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz S550 (AWD)	auto 7	449	4.7-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Base	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Clubman Base	auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S	auto 6	184	1.6-liter 4 turbo	26	19	33	3.2	8.3	16.5 @ 87	135	142	54.5	38
Mitsubishi i-MiEV SE	1-spd. dir.	63	Electric	111**	104**	116**	4.9	14.7	20.2 @ 69	132	146	52.0	33
Mitsubishi Lancer ES	CVT	152	2.0-liter 4	25	17	34	3.9	9.8	17.6 @ 82	144	159	49.5	37
Mitsubishi Mirage ES	CVT	74	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan 370Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Nissan Altima 2.5 SV	CVT	182	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Leaf SL	1-spd. dir.	107	Electric	106**	86**	118**	3.4	10.3	17.8 @ 77	136	149	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	260	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Quest SL	CVT	260	3.5-liter V6	19	13	24	3.7	8.4	16.5 @ 90	143	157	51.5	39
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Sentra SV	CVT	130	1.8-liter 4	29	21	38	3.6	9.7	17.5 @ 81	129	138	55.5	37
Nissan Versa Note SV	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Porsche 911 Carrera S	man 7	400	3.8-liter 6	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	37
Porsche Cayenne Base	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49
Ram 1500 Big Horn Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49

**MPG equivalent

MAKE & MODEL	TRANS.	HP	ENGINE	CR'S FUEL ECONOMY (MPG)			ACCELERATION			BRAKING		HANDLING	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Smart ForTwo Passion	seq 6	89	.9-liter 3 turbo	36	25	48	4.4	11.2	18.6 @ 78	132	140	52.5	24
Subaru BRZ Premium	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Hybrid	CVT	160	2.0-liter 4 hybrid	28	21	35	4.1	10.1	17.9 @ 82	131	135	53.0	37
Subaru Crosstrek Premium	CVT	148	2.0-liter 4	26	19	34	3.8	9.7	17.5 @ 82	130	148	53.0	37
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	40
Tesla Model S P85D	1-spd. dir.	691	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86 (Scion FR-S)	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Limited	auto 6	268	3.5-liter V6	24	16	35	2.8	6.6	15.0 @ 98	135	148	52.0	42
Toyota Camry Hybrid XLE	CVT	200	2.5-liter 4 hybrid	38	32	43	3.2	7.6	15.9 @ 92	133	150	51.0	40
Toyota Camry LE	auto 6	178	2.5-liter 4	28	19	38	3.3	8.6	16.7 @ 87	131	143	53.5	38
Toyota Camry XLE	auto 6	268	3.5-liter V6	26	17	37	2.7	6.4	14.8 @ 99	136	145	50.5	40
Toyota Corolla (Scion) iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Corolla LE Plus	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander Hybrid Limited	CVT	280	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Highlander XLE	auto 6	270	3.5-liter V6	20	14	27	2.9	7.5	15.9 @ 90	134	144	50.5	40
Toyota Land Cruiser	auto 6	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Prius Three	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius V Three	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota RAV4 XLE	auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota Sequoia Limited	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	auto 6	266	3.5-liter V6	20	14	27	3.5	8.8	16.8 @ 88	134	156	49.0	40
Toyota Sienna XLE (AWD)	auto 6	266	3.5-liter V6	19	13	25	3.2	8.5	16.6 @ 87	139	155	48.5	40
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris (Scion) iA	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Toyota Yaris LE	auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Volkswagen Beetle 1.8T	auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen CC Sport	seq 6	200	2.0-liter 4 turbo	26	18	35	3.1	7.5	15.8 @ 93	133	141	52.0	38
Volkswagen Golf SE	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen GTI Autobahn	man 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Jetta GLI Autobahn	man 6	200	2.0-liter 4 turbo	27	18	39	3.0	7.2	15.6 @ 95	132	144	54.5	37
Volkswagen Jetta Hybrid SE	seq 7	170	1.4-liter 4 hybrid	37	29	45	3.3	8.1	16.3 @ 89	138	150	52.5	37
Volkswagen Jetta SE	auto 6	150	1.4-liter 4 turbo	32	21	47	3.3	9.1	16.9 @ 86	131	144	53.0	38
Volkswagen Jetta Sport	auto 6	170	1.8-liter 4 turbo	30	21	39	3.3	8.5	16.5 @ 90	137	151	52.0	37
Volkswagen Passat SE	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SEL	auto 6	200	2.0-liter 4 turbo	21	16	27	3.2	8.5	16.7 @ 86	140	156	53.5	39
Volvo S60 T5 Drive-E	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo V60 Cross Country	auto 6	250	2.5-liter 5 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC60 T6	auto 6	281	3.0-liter 6 turbo	17	11	24	2.9	7.4	15.8 @ 92	132	140	52.5	40
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **MPG equivalent

Safety Update & Crash-Test Ratings

When assessing safety, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our new overall score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In 2012 the Insurance Institute for Highway Safety added the "small-overlap" frontal-crash test. It replicates a 40-mph crash in which 25 percent of the driver-side front of a car hits a rigid barrier. That's in contrast to the institute's regular offset frontal test, which replicates hitting a vehicle.

The test results have varied widely, much more so than in the traditional frontal-crash tests, where nearly all cars receive a Good rating, the highest for those tests. So far, of the groups that have been subjected to the test, most have a few vehicles that achieved a score of Good. Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. Consumer Reports won't recommend any vehicle that scores Poor in an institute or government test.

GUIDE TO THE CHART

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can only be compared among vehicles of similar weight, we group models by category. Here is a guide to each column:

> Accident avoidance is a composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

> Front crash prevention indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard; Opt. means it is optional; and a - means the feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

> IIHS safety tests include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to 4 times its weight prior to 5 inches of roof crush.

> National Highway Traffic Safety Administration tests measure full-frontal and side-impact performance, and are displayed as a combined overall and an overall front and side rating. The NHTSA rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

MAKE & MODEL	CR TESTS	FRONT CRASH PREVENTION			IIHS SAFETY TESTS					NHTSA SAFETY TESTS		
	Accident Avoidance	Forward Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SUBCOMPACT												
Chevrolet Spark	◓	Opt.	-	-	-	Good	Good	-	-	-	-	-
Fiat 500	◓	-	-	-	Poor	Good	Good	Good	Good	◓	◓/●	◓/-
Ford Fiesta	○-●	-	-	-	Marg.	Good	Good	Good	Good	◓	◓/●	◓/-
Honda CR-Z	○	-	-	-	-	Good	Good	Good	Good	◓	◓/○	●/-
Honda Fit	◓	-	-	-	Accept.	Good	Good	Good	Good	●	●/●	◓/-
Hyundai Accent	◓	-	-	-	Poor	Good	Accept.	Good	Good	◓	◓/◓	◓/-
Hyundai Veloster	●	-	-	-	Marg.	Good	Accept.	Good	Good	●	◓/●	◓/-
Kia Rio	◓	-	-	-	Marg.	Good	Accept.	Good	Good	◓	◓/●	◓/-
Mini Cooper	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	◓	◓/◓	◓/-
Mitsubishi i-MiEV	○	-	-	-	-	-	-	-	-	◓	◓/○	◓/-
Mitsubishi Mirage	◒	-	-	-	Marg.	Good	Good	Good	Good	-	◓/-	◓/-

Better ◀——▶ Worse

MAKE & MODEL	CR TESTS	FRONT CRASH PREVENTION			IIHS SAFETY TESTS					NHTSA SAFETY TESTS		
	Accident Avoidance	Forward Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SUBCOMPACT continued												
Nissan Versa	○	-	-	-	Poor	Good	Good	Good	Good	◓	◓/◓	◓/-
Nissan Versa Note	○	-	-	-	-	Good	-	-	-	◓	○/●	◓/-
Smart ForTwo	○	Opt.	-	-	-	Good	Good	-	-	-	-	-
Toyota Prius C	○	Opt.	Opt.	-	Accept.	Good	Good	Good	Good	-	-/◓	◓/-
Toyota Yaris	○	-	-	-	Marg.	Good	Good	Good	Good	◓	◓/●	◓/-
Toyota Yaris iA	○	-	Std.	-	Good	Good	Good	Good	Good	-	-	-
CARS: COMPACT												
Acura ILX	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/-
Audi A3	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
BMW i3	◓	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Buick Verano	●	Opt.	-	-	-	Good	Good	-	Good	●	●/●	◓/-
Chevrolet Cruze	●	Opt.	-	-	-	Good	Good	-	-	-	-	-
Chevrolet Sonic	◓	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/-
Chevrolet Volt	○	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Dodge Dart	●	-	-	-	Accept.	Good	Good	Good	Good	●	●/●	◓/-
Fiat 500L	◓	-	-	-	Poor	Good	Good	Good	Good	-	-	-
Ford Focus	○-●	-	-	-	Accept.	Good	Good	Good	Good	●	●/●	◓/-
Ford Focus Electric	○	-	-	-	-	-	-	-	-	-	-	●/-
Honda Civic	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	●/-
Hyundai Elantra	◓	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Hyundai Ioniq	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Kia Forte	◓	Opt.	Opt.	-	Marg.	Good	Good	Good	Good	●	◓/●	◓/-
Kia Soul	●	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/-
Mazda3	◓	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	●/●	◓/-
Mercedes-Benz B-Class Electric Drive	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Mini Cooper Clubman	●	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Mitsubishi Lancer	○	-	-	-	Accept.	Good	Good	Good	Good	◓	◓/◓	◓/◓
Nissan Leaf	○	-	-	-	Poor	Good	Good	-	Good	◓	◓/◓	◓/-
Nissan Sentra	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	◓	◓/●	◓/-
Subaru Impreza	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Toyota Corolla	○	-	-	-	Marg.	Good	Good	Good	Good	●	●/●	◓/-
Toyota Corolla iM	◓	-	-	-	-	Good	Good	-	-	-	-	-
Toyota Prius	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/-
Volkswagen Beetle	○	-	-	-	Marg.	Good	Good	Good	Good	●	◓/●	◓/-
Volkswagen Golf	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Volkswagen Jetta	○-◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/-
CARS: MIDSIZED												
Chevrolet Malibu	◓	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	●/●	◓/-
Chevrolet SS	●	Std.	-	-	-	-	-	-	-	-	-	-
Chrysler 200	○-◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/◓
Ford C-MAX Hybrid	○	-	-	-	Accept.	Good	Good	Good	Good	◓	◓/●	◓/-
Ford C-MAX Plug-in	○	-	-	-	-	-	-	-	-	◓	◓/●	◓/-
Ford Fusion	○-●	Opt.	-	-	Good	Good	Good	Good	Good	-	-	◓/◓
Honda Accord	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	●/-
Hyundai Sonata	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/-
Kia Optima	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	●/-
Mazda6	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/-
Nissan Altima	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/-
Subaru Legacy	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	-/●
Subaru Outback	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	-/◓
Toyota Camry	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/-
Toyota Mirai	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Toyota Prius V	○	Opt.	Opt.	-	Good	Good	Good	Good	Good	-	-	◓/-
Volkswagen Passat	◓	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	◓/●	◓/-

MAKE & MODEL	CR TESTS	FRONT CRASH PREVENTION			IIHS SAFETY TESTS					NHTSA SAFETY TESTS		
	Accident Avoidance	Forward Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED												
Acura TLX	●	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	●	●/●	●/●
Alfa Romeo Giulia	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Audi A4	-	Std.	Std.	Opt.	Good	Good	Good	Good	Good	-	-	-
Audi Allroad	-	Std.	Std.	Opt.	-	-	-	-	-	-	-	-
BMW 3 Series	●	Opt.	Opt.	-	Marg.	Good	Good	Good	Good	●	◓/●	●/●
Buick Regal	●	Opt.	Opt.	Opt.	-	Good	Good	Good	Good	●	◓/●	◓/◓
Cadillac ATS	●	Opt.	Opt.	Opt.	-	-	-	-	-	●	●/●	●/●
Infiniti Q50	●	Opt.	Opt.	-	-	Good	Good	Good	Good	-	-/●	●/●
Jaguar XE	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Lexus CT 200h	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-	-
Lexus ES	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/-
Lexus IS	○	Opt.	Opt.	Opt.	-	Good	Good	-	-	●	◓/●	●/●
Lincoln MKZ	●	Opt.	Opt.	-	Accept.	Good	Good	Good	Good	-	-	◓/◓
Mercedes-Benz C-Class	◓	Std.	Std.	Std.	-	Good	Good	-	-	●	◓/●	◓/◓
Mercedes-Benz CLA	●	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Volkswagen CC	◓	Opt.	Opt.	-	Marg.	Good	Good	Good	Good	-	-	◓/◓
Volvo S60	●	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	●	●/●	●/●
Volvo V60	◓	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	-	-	-
CARS: LARGE/LUXURY												
Acura RLX	●	Std.	Std.	Std.	Good	Good	Good	Good	Good	●	●/●	●/●
Audi A6	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	●/●
Audi A7	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Audi A8	●	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
BMW 5 Series	◓	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	●	◓/●	●/●
BMW 7 Series	●	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Buick LaCrosse	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Cadillac CT6	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Cadillac CTS	●	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	●	●/●	●/●
Cadillac XTS	●	Opt.	Opt.	Opt.	-	Good	Good	Good	Good	●	●/●	◓/◓
Chevrolet Impala	●	Opt.	Opt.	Opt.	-	Good	Good	-	-	●	●/●	◓/-
Chrysler 300	◓	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	◓	◓/●	◓/◓
Dodge Charger	◓-●	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	●	◓/●	●/●
Ford Taurus	◓	Opt.	-	-	-	Good	Good	Good	Good	●	●/●	◓/◓
Genesis G80	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	●/●
Genesis G90	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Infiniti Q70	◓-●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Jaguar XF	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Jaguar XJ	◓	-	-	-	-	-	-	-	-	-	-	-
Kia Cadenza	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Kia K900	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Lexus GS	◓	Opt.	Opt.	Opt.	-	Good	Good	-	Good	-	-	-
Lexus LS	○	Opt.	Opt.	Opt.	-	Good	-	Good	-	-	-	-
Lincoln Continental	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Maserati Ghibli	●	-	-	-	-	Good	Good	Good	Good	-	-	-
Mercedes-Benz CLS	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Mercedes-Benz E-Class	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Mercedes-Benz S-Class	●	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Nissan Maxima	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	●/-
Porsche Panamera	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Tesla Model S	●	Std.	Std.	Std.	-	-	-	-	-	●	●/●	●/●
Toyota Avalon	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/-
Volvo S90	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-

Better ◀——▶ Worse

MAKE & MODEL	CR TESTS	FRONT CRASH PREVENTION			IIHS SAFETY TESTS					NHTSA SAFETY TESTS		
	Accident Avoidance	Forward Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SPORTY/CONVERTIBLE												
Alfa Romeo 4C	-	-	-	-	-	-	-	-	-	-	-	-
Audi A5	◓	Std.	Std.	Opt.	-	-	-	-	-	-	-	-
Audi TT	●	-	-	-	-	-	-	-	-	-	-	-
BMW 2 Series	●	Opt.	Opt.	-	Good	Good	Good	Good	Good	-	-	-
BMW 4 Series	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
BMW 6 Series	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
BMW Z4	●	-	-	-	-	-	-	-	-	-	-	-
Buick Cascada	-	Opt.	-	-	-	-	-	-	-	-	-	-
Chevrolet Camaro	●	-	-	-	Good	Good	Good	Good	Accept.	-	-	-
Chevrolet Corvette	●	-	-	-	-	-	-	-	-	-	-	-
Dodge Challenger	●	Opt.	-	-	Marg.	Good	Good	Accept.	Accept.	●	◓/●	◓/-
Fiat 124	-	-	-	-	-	-	-	-	-	-	-	-
Fiat 500 Abarth/convertible	◓-●	-	-	-	-	-	-	-	-	-	-	-
Ford Mustang	●	Opt.	-	-	Accept.	Good	Good	Good	Good	●	●/●	●/-
Jaguar F-Type	-	-	-	-	-	-	-	-	-	-	-	-
Lexus RC	-	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-	-
Mazda MX-5 Miata	●	-	-	-	-	-	-	-	-	-	-	-
Mercedes-Benz SL	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Mercedes-Benz SLC	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Mini Cooper S	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	◓	◓/◓	◓/-
Nissan Z	●	-	-	-	-	-	-	-	-	-	-	-
Porsche 718 Boxster	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Porsche 718 Cayman	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Porsche 911	●	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Subaru BRZ	●	-	-	-	Accept.	Good	Good	Good	Good	●	◓/●	●/-
Subaru WRX/STi	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-	-
Toyota 86	●	-	-	-	Accept.	Good	Good	Good	Good	●	◓/●	●/-
Volkswagen GTI	●	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	◓/●	◓/-
MINIVANS												
Chrysler Pacifica	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Dodge Grand Caravan	○	-	-	-	Poor	Good	Good	Good	Good	◓	◓/●	◓/-
Ford Transit Connect	◓	-	-	-	-	-	-	-	-	●	◓/●	◓/-
Honda Odyssey	○	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/-
Kia Sedona	○	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/-
Mercedes-Benz Metris	-	Opt.	-	-	-	-	-	-	-	-	-	-
Nissan Quest	○	-	-	-	Poor	Good	-	Good	Accept.	-	-	-
Toyota Sienna	○	Opt.	Opt.	-	Accept.	Good	Good	Good	Good	●	◓/●	◓/◓
SUVs: SMALL												
Audi Q3	◓	-	-	-	Good	Good	Good	Good	Good	-	-	-
BMW X1	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-	-
Buick Encore	●	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/◓
Chevrolet Trax	◓	-	-	-	Good	Good	Good	Good	Good	●	●/●	◓/◓
Fiat 500X	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-	-
Ford Escape	◓	Opt.	Opt.	-	-	Good	Good	Good	Good	●	●/●	◓/◓
Honda CR-V	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/◓
Honda HR-V	◓	-	-	-	Accept.	Good	Accept.	Good	Good	●	◓/●	◓/◓
Hyundai Tucson	◓-●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/◓

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	Accident Avoidance	Forward Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: SMALL continued												
Infiniti QX30	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Jeep Cherokee	○-◓	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	◓	◓/●	◓/◓
Jeep Compass	◒	-	-	-	-	-	-	Good	-	-	○/-	◓/◓
Jeep Patriot	○	-	-	-	Poor	Good	Good	Good	Good	◓	○/●	○/○
Jeep Renegade	◓	Opt.	Opt.	Opt.	-	Good	Good	-	Good	◓	◓/●	◓/○
Kia Sportage	-	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-	-
Lincoln MKC	●	Opt.	-	-	-	Good	Good	-	-	◓	◓/●	◓/◓
Mazda CX-3	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/◓
Mazda CX-5	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	◓	◓/●	◓/◓
Mercedes-Benz GLA	●	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Mini Cooper Countryman	◓	-	-	-	Good	Good	Good	Good	Good	-	-	-
Mitsubishi Outlander	○	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Mitsubishi Outlander Sport	-	-	-	-	Accept.	Good	Good	Good	Good	◓	◓/●	◓/◓
Nissan Juke	-	-	-	-	Poor	Good	Good	Good	Good	◓	○/●	◓/◓
Nissan Rogue	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	◓	◓/●	◓/◓
Porsche Macan	●	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Subaru Crosstrek	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	-/◓
Subaru Forester	●	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	-/◓
Toyota RAV4	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Volkswagen Tiguan	◓	-	-	-	Marg.	Good	Good	Good	Good	◓	○/●	◓/◓
Volvo XC60	◓	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/◓
SUVs: MIDSIZED/LUXURY												
Acura MDX	◓	Std.	Std.	Std.	Good	Good	Good	Good	Good	●	●/●	◓/◓
Acura RDX	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	●/●	◓/◓
Audi Q5	●	Opt.	Opt.	-	Good	Good	Good	Good	Good	◓	◓/●	-/◓
BMW X3	●	Opt.	Opt.	Opt.	-	Good	Good	Good	Good	●	●/●	◓/◓
BMW X4	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
BMW X5	◓	Opt.	Opt.	Opt.	-	Good	Good	-	-	●	●/●	◓/◓
BMW X6	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Buick Envision	-	Std.	-	-	-	-	-	-	-	-	-	-
Cadillac XT5	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Chevrolet Equinox	○	Opt.	-	-	Good	Good	Good	Good	Good	◓	◓/●	◓/◓
Dodge Durango	○	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	◓	◓/●	◓/○
Dodge Journey	○	-	-	-	Poor	Good	Good	Good	Good	◓	◓/●	◓/◓
Ford Edge	◓	Opt.	-	-	Accept.	Good	Good	Good	Good	●	●/●	◓/◓
Ford Explorer	○	Opt.	-	-	Marg.	Good	Good	-	Good	●	●/●	◓/◓
Ford Flex	○	Opt.	-	-	Accept.	Good	Good	Good	Good	-	-	◓/◓
GMC Terrain	○	Opt.	-	-	Good	Good	Good	Good	Good	◓	◓/●	◓/◓
Honda Pilot	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Hyundai Santa Fe	◓	Opt.	Opt.	-	-	Good	Good	Good	Good	-	-	-
Hyundai Santa Fe Sport	◓	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	●/●	◓/◓
Infiniti QX50	-	Opt.	Opt.	Opt.	-	Good	-	Good	-	-	-	◓/◓
Infiniti QX60	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Infiniti QX70	◓	Opt.	Opt.	Opt.	-	Good	-	Good	-	-	-	-
Jaguar F-Pace	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Jeep Grand Cherokee	◓	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	●	●/●	○/◓
Jeep Wrangler	●	-	-	-	Good	Good	Marg.*	Marg.	-	-	-	-/○
Kia Sorento	◓	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/◓
Land Rover Discovery Sport	○	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Land Rover Range Rover Evoque	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Lexus GX	○	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-

* Tested without optional side air bags.

Better ◀——▶ Worse

MAKE & MODEL	CR TESTS	FRONT CRASH PREVENTION			IIHS SAFETY TESTS					NHTSA SAFETY TESTS		
	Accident Avoidance	Forward Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY continued												
Lexus NX	○-◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Lexus RX	○	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	◓	◓/●	◓/◓
Lincoln MKT	-	Opt.	-	-	-	-	-	Good	-	-	-	◓/◓
Lincoln MKX	●	Opt.	Opt.	-	Good	Good	Good	Good	Good	●	●/●	◓/◓
Maserati Levante	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Mazda CX-9	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Mercedes-Benz GLC	◓	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Mercedes-Benz GLE	○	Std.	Std.	Std.	Good	Good	Good	Good	Good	-	-	◓/◓
Nissan Murano	◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	-	-/●	◓/◓
Nissan Pathfinder	○	-	-	-	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Porsche Cayenne	◓	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Tesla Model X	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Toyota 4Runner	○	-	-	-	Marg.	Good	Good	Good	Good	◓	◓/●	○/○
Toyota Highlander	○-◓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	●	◓/●	◓/◓
Volkswagen Touareg	-	Opt.	Opt.	-	-	Good	Good	Good	Good	-	-	-
Volvo XC90	●	Std.	Std.	Std.	Good	Good	Good	Good	Good	●	●/●	-/◓
SUVs: LARGE/LUXURY												
Audi Q7	●	Std.	Std.	Opt.	Good	Good	Good	Good	Good	-	-	-
Buick Enclave	○	Opt.	-	-	-	Good	Good	Good	Good	●	●/●	◓/◓
Cadillac Escalade	○	Opt.	Opt.	Opt.	-	-	-	-	-	-	-/●	○/○
Chevrolet Suburban	○	Opt.	Opt.	-	-	-	-	-	-	◓	◓/●	○/○
Chevrolet Tahoe	○	Opt.	Opt.	-	-	-	-	-	-	◓	●/●	○/○
Chevrolet Traverse	○	Opt.	-	-	-	Good	Good	Good	Good	●	●/●	◓/◓
Ford Expedition	○	-	-	-	-	-	-	-	-	●	●/●	○/◓
GMC Acadia	-	Opt.	Opt.	-	-	-	-	-	-	-	-	-
GMC Yukon	○	Opt.	-	-	-	-	-	-	-	◓	●/●	○/○
GMC Yukon XL	○	Opt.	-	-	-	-	-	-	-	◓	◓/●	○/○
Infiniti QX80	○	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Land Rover LR4	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Land Rover Range Rover	○	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Land Rover Range Rover Sport	◓	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Lexus LX	-	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Lincoln Navigator	○	-	-	-	-	-	-	-	-	●	●/●	○/◓
Mercedes-Benz GLS	○	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Nissan Armada	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Toyota Land Cruiser	○	Std.	Std.	Std.	-	-	-	-	-	-	-	-
Toyota Sequoia	◒	-	-	-	-	-	-	-	-	-	-	◓/◓
PICKUPS: COMPACT												
Chevrolet Colorado	○	Opt.	-	-	-	Good	-	-	-	◓	◓/●	○/○
GMC Canyon	○	Opt.	-	-	-	Good	-	-	-	◓	◓/●	○/○
Honda Ridgeline	-	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-
Nissan Frontier	-	-	-	-	-	Good	Good	Accept.	-	-	-	○/◓
Toyota Tacoma	◒	-	-	-	-	Good	Good	-	-	◓	◓/●	◓/◓
PICKUPS: FULL-SIZED												
Chevrolet Silverado 1500	○	Opt.	-	-	Marg.	Good	Good	Good	Good	●	●/●	◓/◓
Ford F-150	○	Opt.	-	-	Good	Good	Good	Good	Good	●	●/●	◓/◓
GMC Sierra 1500	○	Opt.	-	-	Marg.	Good	Good	Good	Good	●	●/●	◓/◓
Nissan Titan XD	-	-	-	-	-	-	-	-	-	-	-	-
Ram 1500	○	-	-	-	Marg.	Good	Good	Good	Marg.	◓	◓/●	◓/○
Toyota Tundra	●	-	-	-	Marg.	Good	Good	Good	Accept.	◓	◓/●	○/◓

Vehicle Dimensions

These charts allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

EXTERIOR DIMENSIONS & WEIGHT

> Length, width, height, and wheelbase data come from the manufacturer.

> The weight of tested vehicles is measured on our scales. Data for other vehicles come from the manufacturer.

CARGO

> Max. load is the maximum weight of passengers and cargo the vehicle can safely carry. It is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between the manufacturer's specified gross weight and our tested vehicle's weight.

> Cargo volume for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

> Towing capacity is the maximum weight for the vehicles we tested. For the ones we did not test, we included the manufacturer's tow rating for a typical model. NR denotes not recommended for towing.

INTERIOR DIMENSIONS

> Front, rear, and third-row shoulder room (for vehicles with third-row seats) are either our measurements or manufacturer data. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.

> Front leg room is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.

> Rear or third-row leg room is measured with the front seat adjusted to provide 40 inches of front leg room.

> Head room is the clearance above a 5-foot-9-inch person.

> NA means data are not available; we were unable to measure the vehicle completely. A dash (–) means not applicable.

MAKE & MODEL	EXTERIOR DIMENSIONS & WEIGHT					CARGO			INTERIOR DIMENSIONS								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu. ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	ront Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Rooom (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	194	77	68	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	65	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	-	-	-
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	158	74	47	94	2,465	335	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Alfa Romeo Giulia	183	74	56	111	3,300	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	56.0	NA	NA	54.5	NA	NA	-	-	-
Audi A5	182	73	54	108	4,050	880	12.0	NR	54.0	42.5	5.0	43.0	24.0	2.0	-	-	-
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	-	-	-
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	-	-	-
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	-	-	-
Audi Allroad	186	71	58	110	3,875	NA	NA	NA	55.0	NA	NA	54.0	NA	NA	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	182	75	65	111	4,190	1,045	32.0	4,410	57.0	42.0	4.5	55.0	25.5	2.5	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,485	905	17.0	NR	54.5	42.0	4.0	54.0	28.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	193	73	57	117	4,035	1,060	14.0	NR	57.0	42.0	3.5	55.0	29.0	4.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-

MAKE & MODEL	EXTERIOR DIMENSIONS & WEIGHT					CARGO			INTERIOR DIMENSIONS								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Rooom (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X3	183	74	65	111	4,135	905	33.0	3,000	57.0	43.0	4.5	55.5	28.5	4.0	-	-	-
BMW X4	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
BMW Z4	167	71	51	96	3,240	560	6.0	NR	52.0	41.5	4.5	-	-	-	-	-	-
Buick Cascada	185	72	57	106	3,980	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	202	79	72	119	5,100	1,335	44.0	4,500	62.0	41.5	3.5	60.5	30.0	4.0	56.0	24.0	0.0
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Envision	184	72	67	108	4,050	NA	NA	1,500	57.0	NA	NA	56.0	NA	NA	-	-	-
Buick LaCrosse	198	73	58	114	4,000	NA	14.0	NA	57.5	NA	NA	56.5	NA	NA	-	-	-
Buick Regal	190	73	58	108	3,710	925	14.0	NR	56.5	43.0	3.0	53.0	29.0	1.5	-	-	-
Buick Verano	184	71	58	106	3,465	880	14.0	1,000	54.5	44.0	4.0	52.0	27.0	2.5	-	-	-
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	58.0	NA	NA	56.0	NA	NA	-	-	-
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	NA	3,500	58.5	NA	NA	56.0	NA	NA	-	-	-
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
Chevrolet Colorado	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	1,000	54.0	43.0	5.0	51.5	29.0	1.5	-	-	-
Chevrolet Equinox	188	73	66	113	4,155	1,040	33.5	3,500	55.0	43.5	4.5	55.0	32.0	4.5	-	-	-
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
Chevrolet Sonic	173	68	60	99	2,765	895	14.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
Chevrolet SS	196	75	58	115	4,025	915	18.0	NR	58.5	44.0	3.5	57.5	30.0	2.0	-	-	-
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	78	70	119	4,975	1,405	48.5	5,200	61.0	41.0	3.5	60.5	30.0	4.0	55.0	24.0	1.0
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	-	-	-
Chrysler 200	192	74	55	108	3,650	900	16.0	NR	57.5	42.0	2.0	55.0	29.0	2.0	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Dart	184	72	58	106	3,260	825	13.0	1,000	57.5	42.0	4.5	54.5	27.5	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Grand Caravan	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124 Spider	160	69	49	91	2,435	NA	5.0	NR	52.0	NA	NA	-	-	-	-	-	-
Fiat 500	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	-	-	-
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford C-MAX	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
Ford Escape	178	72	66	106	3,885	825	35.0	3,500	55.5	42.0	4.5	53.5	26.5	2.5	-	-	-
Ford Expedition	221	79	79	131	6,265	1,440	71.0	9,100	63.0	42.0	3.5	63.5	29.0	4.5	52.0	28.0	2.5
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,025	1,925	-	10,700	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-

MAKE & MODEL	EXTERIOR DIMENSIONS & WEIGHT					CARGO			INTERIOR DIMENSIONS								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	ront Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Rooom (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Ford Fusion	192	73	58	112	3,615	850	16.0	2,000	57.5	42.0	2.5	54.5	29.0	2.5	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Genesis G90	205	75	59	124	5,335	NA	16.0	NR	59.0	NA	NA	58.0	NA	NA	-	-	-
GMC Acadia	194	75	66	113	3,955	1,610	NA	4,000	59.5	NA	NA	58.5	NA	NA	54.5	NA	NA
GMC Canyon	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
GMC Sierra 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
GMC Terrain	188	73	66	113	3,945	1,095	33.5	1,500	55.5	43.0	6.5	55.5	31.0	5.5	-	-	-
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Honda Accord	191	73	58	109	3,245	850	16.0	1,000	58.5	41.0	5.0	55.5	30.0	2.0	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda CR-V	179	72	65	103	3,530	850	36.0	1,500	58.0	41.0	4.0	55.0	29.0	4.5	-	-	-
Honda CR-Z	161	69	55	96	2,635	400	25.0	NR	53.0	42.0	3.5	-	-	-	-	-	-
Honda Fit	160	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Odyssey	203	79	68	118	4,530	1,340	61.5	3,500	64.0	41.0	2.5	62.5	32.0	5.0	59.5	29.0	3.5
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,430	1,585	-	5,000	62.0	NA	NA	61.5	NA	NA	-	-	-
Hyundai Accent	172	67	57	101	2,550	850	14.0	NR	53.0	41.5	5.0	51.0	26.0	2.0	-	-	-
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	NA	850	27.0	NR	56.0	NA	NA	55.0	NA	NA	-	-	-
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	-	-	-
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	-	-	-
Hyundai Tucson	176	73	65	105	3,595	970	29.5	1,500	56.0	41.5	5.5	54.0	28.0	5.0	-	-	-
Hyundai Veloster	166	71	55	104	2,765	700	16.0	NR	54.5	41.5	2.0	50.5	26.5	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,835	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,300	880	NA	NR	55.0	NA	NA	53.0	NA	NA	-	-	-
Infiniti QX50	187	71	63	113	4,015	860	NA	NR	55.0	NA	NA	55.0	NA	NA	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX70	191	76	66	114	4,225	950	25.5	2,000	56.5	41.5	3.5	56.0	27.0	4.5	-	-	-
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar F-Pace	186	87	66	113	4,340	NA	NA	5,290	58.0	NA	NA	56.0	NA	NA	-	-	-
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	-	-	-	-	-	-
Jaguar XE	184	77	56	112	3,350	NA	16.0	NA	NA	NA	NA	NA	NA	NA	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19.0	4,080	56.5	NA	NA	55.5	NA	NA	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	-	-	-
Jeep Compass	173	69	65	104	3,590	925	26.5	1,000	54.0	41.5	6.5	53.5	27.0	5.0	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Patriot	174	69	67	104	3,350	925	29.5	1,000	54.5	41.0	4.0	54.0	26.0	6.0	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	-	-	-
Kia Cadenza	196	74	58	112	3,765	905	16.0	NR	58.5	NA	NA	56.5	NA	NA	-	-	-
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	-	-	-
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	172	68	57	101	2,575	925	14.0	NR	52.5	42.0	5.0	49.5	26.0	2.5	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	-	-	-

MAKE & MODEL	EXTERIOR DIMENSIONS & WEIGHT					CARGO			INTERIOR DIMENSIONS								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	ront Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Rooom (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Land Rover LR4	190	75	72	114	5,710	1,300	52.5	7,715	59.0	40.5	5.0	59.0	27.5	8.0	43.0	27.5	4.5
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Lexus CT 200h	171	70	57	102	3,225	825	18.0	NR	53.5	42.0	3.0	52.0	26.0	3.0	-	-	-
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	-	-	-
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LS	205	74	58	122	4,515	825	18.0	NR	57.0	41.5	3.5	53.5	35.0	3.5	-	-	-
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lincoln Continental	201	78	59	118	NA	NA	17.0	NA	58.5	NA	NA	56.0	NA	NA	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Navigator	207	80	78	119	6,140	1,380	61.5	8,700	63.0	42.5	4.5	63.5	29.0	5.0	50.0	30.5	2.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	72	66	106	3,435	850	33.0	2,000	56.5	42.0	4.0	54.0	28.5	4.5	-	-	-
Mazda CX-9	199	77	68	115	4,280	1,190	NA	3,500	58.0	NA	NA	58.0	NA	NA	53.0	NA	NA
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mazda3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mercedes-Benz B-Class Electric Drive	172	71	63	106	3,955	785	NA	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	915	11.0	NR	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	3,935	NA	16.0	NR	56.0	NA	NA	56.0	NA	NA	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz Metris	202	76	74	126	4,250	1,875	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	52	102	3,935	NA	14.0	NR	55.5	NA	NA	-	-	-	-	-	-
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	162	70	62	102	3,305	860	19.5	NR	52.5	42.0	4.5	50.0	28.5	3.0	-	-	-
Mitsubishi i-MiEV	145	62	64	100	2,610	660	13.0	NR	52.5	39.5	5.0	50.0	25.0	4.5	-	-	-
Mitsubishi Lancer	182	69	58	104	3,015	825	12.0	NR	55.0	40.5	5.0	54.0	27.0	1.5	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	172	71	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	-	-	-
Nissan Armada	209	80	76	121	5,820	NA	NA	8,500	64.0	NA	NA	63.5	NA	NA	60.5	NA	NA
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	-	-	-
Nissan Leaf	175	70	61	106	3,360	860	15.0	NR	54.0	41.0	6.5	51.5	28.5	2.5	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-

MAKE & MODEL	EXTERIOR DIMENSIONS & WEIGHT					CARGO			INTERIOR DIMENSIONS								
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Nissan Pathfinder	197	77	70	114	4,505	1,150	39.5	5,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Quest	201	78	72	118	4,570	1,160	62.0	3,500	64.5	41.0	7.0	63.0	28.5	5.5	61.0	26.0	4.0
Nissan Rogue	182	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	-	-	-
Nissan Sentra	182	69	59	106	2,835	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-
Nissan Titan XD	243	80	79	152	7,400	1,600	-	12,000	63.5	NA	NA	63.5	NA	NA	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Versa Note	164	67	61	102	2,470	850	21.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	2,945	NA	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Porsche 718 Cayman	172	71	50	97	2,945	NA	10.0	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	76	56	116	4,165	NA	NA	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	229	79	79	141	5,495	1,270	-	10,050	65.5	41.5	7.0	65.5	31.0	2.5	-	-	-
Smart ForTwo	106	65	61	74	2,140	465	8.0	NR	51.0	41.5	5.0	-	-	-	-	-	-
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	175	70	62	104	3,165	900	23.0	1,500	55.0	41.5	5.5	53.0	29.0	3.5	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	182	70	57	105	3,015	850	12.0	NR	55.5	NA	NA	53.0	NA	NA	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX/STI	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,270	1,170	NA	5,000	60.5	NA	NA	57.0	NA	NA	40.0	NA	NA
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	4,700	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	195	72	58	111	3,590	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	-	-	-
Toyota Camry	189	72	58	109	3,155	905	15.0	NR	57.5	42.0	5.0	55.5	29.0	3.0	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Corolla iM	171	69	55	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	-	-	-
Toyota Highlander	191	76	68	110	4,490	1,385	40.5	5,000	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	60	109	4,810	690	NA	NR	NA	NA	NA	-	-	-	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	157	67	57	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	-	-	-
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	69	119	4,445	1,390	70.5	3,500	64.0	42.0	5.5	63.5	33.0	4.5	60.0	28.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen CC	189	73	56	107	3,420	925	13.0	2,000	55.0	43.0	3.0	54.0	27.5	2.0	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	174	71	66	103	3,785	1,145	30.0	2,200	55.0	42.0	5.0	52.0	28.0	1.5	-	-	-
Volkswagen Touareg	189	76	67	114	5,060	1,105	34.5	7,700	59.5	43.0	5.5	56.5	31.0	5.0	-	-	-
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S90	195	74	57	116	4,220	NA	14.0	4,600	57.5	NA	NA	56.0	NA	NA	-	-	-
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	-	-	-
Volvo XC60	182	74	67	109	4,275	950	32.5	3,500	56.0	41.0	4.5	54.0	26.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

Top Tires

It doesn't pay to skimp when buying replacement treads

Shopping for new tires can be a daunting task. You can look at and feel them, but there's no way to tell simply by how they look which provides the best grip, the longest life, or the shortest stopping distance.

That's why Consumer Reports tests 50 or more tire models each year, with each going through as many as 14 rigorous tests.

SPEND MORE, GET MORE

We've found you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more, but will likely be worth it in the long run.

For example, a $130 tire that will last twice as long as an $87 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car for long. Many tires have a pro-rated tread-wear warranty—but consult our tread life Rating or mileage for a direct comparison on how long a tire will last.

We have found some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. But the mileage you get with brand-new, low-resistance tires may initially be worse than the old, end-of-life tires you are replacing. This is because tires with tens of thousands of miles of wear have less tread and behave more like low-rolling resistance tires.

We recommend sticking to the same type and size tire that originally came on your car. First, check the Ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid an accident. After that, look for models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

EVERY SEASON: COVERED

While regular all-season tires typically come in T-speed ratings (up to 118 mph), many new cars come with performance all-season tires in H- and V-speed ratings (with ceilings of 130 mph and 149 mph, respectively). These deliver better grip, but at the cost of some tread life. Most don't carry a price penalty for performance, and there are some bargains available. A few also offer good snow and ice traction.

TRADITIONAL TRUCK TIRES

Big SUVs and pickup trucks have specifically-designed tires, although many can also be used on crossovers.

All-season or all-terrain SUV/truck tires are designed for the rigors of towing and carrying heavy loads. All-terrain tires also provide some off-road grip.

HOW LONG WILL THEY LAST?

Our latest test of all-season and performance all-season car tires includes the projected wear-out mileage in place of the five point tread-life Rating scale.

To determine longevity, we test tread life at a contract lab in Texas where each tire is driven 16,000 miles (12,000 miles for ultra-high-performance tires) on public roads. We've been conducting this test for several years.

We found that close to half of the 48 all-season and performance all-season tires that we tested could be expected to last 65,000 miles or more, and about a half dozen could top 85,000 miles. A rewarding surprise: Long tread life doesn't necessarily bring much of a price premium, if any.

Our tread life estimates let you compare the expected miles-to-wear-out for the specific tires we tested, but your actual experience will vary by how, where, and what vehicle you drive, among many other factors.

Michelin was a standout in our latest tests. The three Michelin models we

rated all met or exceeded their mileage warranty, and also did very well overall in our performance tests. But the longest-wearing tire came from Pirelli. We estimate that its P4 Four Seasons Plus could last a whopping 100,000 miles.

Falling short. Models we project–based on our tests–to fall short of their mileage claim by 15,000 miles or more include the Continental TrueContact and PureContact (H, V), Sumitomo HTR Enhance L/X (T, H, V), Kumho Solus TA71 and TA11, Firestone Precision Touring, and Bridgestone Serenity Plus. These tires are still viewed as long-wearing tires, and your actual mileage will vary based on many different driving factors.

The Nokian eNTYRE 2.0, with an 80,000-mile warranty, was the biggest outlier in our tests. We calculate that it would wear out in 35,000 miles. Nokian now offers a supplemental warranty and will replace the tire for free if it wears out in 40,000 miles.

What's wrong with warranties. If your new tires wear out prematurely, the manufacturer's pro-rated tire warranty typically provides only a partial credit, representing the miles you didn't get, good toward the purchase of an identical or comparable tire from the same maker.

The credit is applied to the dealer's retail price, but that price is often fictional due to frequent discounting.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal's off. You may also have to document in writing that you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

WHERE TO SHOP

Between looking at traditional tire stores, local car dealerships, big-box superstores, and Internet retailers, you have ample sources with which to compare prices for the tires you want. We recommend replacing all four tires at the same time for the best balance of handling and grip:

- Check online first. Ask for a final price, including shipping and any extras.
- Check with local retailers and ask if they can meet or beat the online prices. Also ask what they'd charge to mount and balance tires you buy elsewhere.
- Be sure to compare the final "out the door" price including mounting, balancing, wheel alignment, and disposal of your old tires.
- Extras like free lifetime tire rotations and a free replacement road-hazard guarantee may tilt the scales to one retailer over another.
- If your car has a tire-pressure monitoring system you may face a modest extra charge, and if the sensors in the wheels need to be replaced, expect to pay $30 or more per sensor.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TIRES

Best balance of long tread life and good all-weather performance:

Michelin Defender
Pirelli P4 Four Seasons Plus

Michelin Defender

Pirelli P4 Four Seasons Plus

☑ Recommended Better ◀—▶ Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life, Miles
ALL SEASON TIRES												
☑	**Michelin** Defender	70	◓	○	◓	◓	◓	○	○	●	◓	90,000
	Continental TrueContact	68	◓	○	◓	◓	◓	◒	◓	◓	●	60,000
	General Altimax RT43	66	◓	○	○	◓	●	○	◓	◓	◓	65,000
☑	**Pirelli** P4 Four Seasons Plus	66	◓	○	○	◓	◓	○	◓	◓	●	100,000
	Nexen Aria AH7	64	◓	○	○	○	◓	○	○	●	◓	75,000
	Goodyear Assurance TripleTred All-Season	62	◓	○	◓	◓	○	●	○	◓	○	80,000
	Kumho Solus TA11	62	◓	◒	○	◓	◓	○	○	◓	●	55,000
	Cooper CS5 Grand Touring	62	◓	○	○	◓	◓	●	◓	◓	◓	70,000
	Yokohama Avid Ascend	60	◓	◒	○	◓	○	◒	◓	◓	◓	90,000
	BFGoodrich Advantage T/A	58	◓	◒	○	◓	○	○	◓	○	◒	75,000
	Uniroyal Tiger Paw Touring	56	◓	◒	○	◓	○	◒	◓	○	○	65,000
	Sumitomo HTR Enhance L/X	56	◓	◒	○	◓	○	◒	◓	◓	○	70,000
	Toyo Extensa A/S	54	◓	◒	○	○	○	◒	○	◓	○	60,000
	Firestone Precision Touring	54	◓	○	○	○	◒	◒	◓	○	◓	55,000
	Firestone FR710	52	◓	○	○	○	◒	◒	○	○	◓	55,000
	GT Radial Champiro VP1	50	◓	○	○	◓	●	●	◓	◓	◓	45,000

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES H-RATED

Best balance of long tread life and good all-weather grip:

Pirelli Cinturato P7 All Season Plus
Michelin Premier A/S

Pirelli Cinturato P7 All Season Plus

Michelin Premier A/S

PERFORMANCE ALL-SEASON TIRES V-RATED

Best balance of long tread life and mostly good all-weather performance:

Michelin Premier A/S
Pirelli Cinturato P7 All Season Plus

Michelin Premier A/S

Pirelli Cinturato P7 All Season Plus

☑ Recommended ● ◒ ○ ◒ ● Better ◄——► Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life, Miles
PERFORMANCE ALL SEASON, H-RATED												
	Continental PureContact	70	◓	◓	◓	◓	◓	◒	◓	◓	◓	55,000
☑	**Pirelli** Cinturato P7 All Season Plus	70	◓	○	○	◓	◓	○	◓	◓	●	70,000
☑	**Michelin** Premier A/S	70	◓	◓	○	◓	◓	○	◓	◓	◓	85,000
	Goodyear Assurance Fuel Max	68	◓	◓	◓	◓	○	○	○	◓	●	60,000
	General Altimax RT43	68	◓	○	◓	◓	○	○	◓	◓	◓	65,000
	Nokian eNTYRE 2.0	68	◓	◓	◓	●	○	◒	◓	◓	◓	35,000
	Nexen N5000 Plus	66	◓	◒	◓	◓	◓	○	◓	◓	●	75,000
	Cooper CS5 Ultra Touring	64	◓	○	◓	◓	○	●	◓	◓	○	60,000
	Dunlop SP Sport 7000 A/S	64	◓	○	○	◓	○	○	○	◓	○	65,000
	Kumho Solus TA31	64	◓	○	◓	◓	○	◒	○	○	●	55,000
	Toyo Versado Noir	60	◓	○	○	○	◓	◒	◓	○	◓	65,000
	Uniroyal Tiger Paw Touring	60	◓	○	○	◓	○	◒	◓	○	◓	60,000
	BFGoodrich Advantage T/A	58	◓	◒	○	◓	○	◒	◓	○	○	65,000
	Sumitomo HTR Enhance L/X	58	◓	◒	○	◓	○	◒	◓	◓	○	55,000
	Falken Ziex ZE950 A/S	56	◓	○	○	○	◓	◒	○	○	◒	55,000
	GT Radial Champiro VP1	52	◓	○	○	◓	●	●	○	○	◓	50,000

☑ Recommended ● ◒ ○ ◒ ● Better ◄——► Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life, Miles
PERFORMANCE ALL SEASON, V-RATED												
	Continental PureContact	70	◓	◓	◓	◓	◓	◒	◓	◓	◓	55,000
☑	**Michelin** Premier A/S	70	◓	◓	◓	◓	◓	◒	◓	◓	○	80,000
☑	**Pirelli** Cinturato P7 All Season Plus	70	◓	○	○	◓	◓	◒	◓	◓	●	65,000
	General Altimax RT43	68	◓	○	◓	◓	○	◒	◓	◓	◓	55,000
	Goodyear Eagle Sport All-Season	64	◓	○	◓	◓	○	●	○	○	◓	70,000
	Goodyear Assurance ComforTred Touring	62	◓	◒	○	◓	◓	◒	◓	◓	◓	75,000
	Yokohama Avid Ascend	62	◓	◒	○	◓	○	◒	◓	◓	○	85,000
	Cooper CS5 Ultra Touring	60	◓	○	◓	◓	○	●	◓	◓	◒	50,000
	Kumho Solus TA71	60	◓	○	◓	●	○	◒	◓	◓	◒	40,000
	Bridgestone DriveGuard	60	◓	◓	○	◓	○	●	○	◓	○	50,000
	Bridgestone Turanza Serenity Plus	60	◓	○	○	◓	◒	◒	◓	◓	○	60,000
	Goodyear Assurance TripleTred All-Season	58	◓	○	○	◓	○	●	○	○	○	85,000
	BFGoodrich Advantage T/A	56	◓	◒	○	◓	○	◒	◓	○	○	60,000
	Falken Ziex ZE950 A/S	56	◓	○	○	○	◓	◒	○	○	○	55,000
	Uniroyal Tiger Paw Touring	56	◓	○	○	◓	○	◒	◓	○	◓	60,000
	Sumitomo HTR Enhance L/X	52	◓	◒	○	◓	◒	●	◓	◓	○	55,000

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

UHP ALL-SEASON TIRES

Best for all weather conditions:

Michelin Pilot Sport A/S 3
Goodyear Eagle F1 Asymmetric All Season

Other very good choices:

Hankook Ventus S1 noble 2
Pirelli P Zero Nero All Season
Cooper Zeon RS3-A

Michelin Pilot Sport A/S 3

Goodyear Eagle F1 Asymmetric All Season

UHP SUMMER TIRES

Best overall:

Pirelli P Zero
Michelin Pilot Super Sport

Other very good choices:

Yokohama ADVAN Sport V105
Nokian zLine
Continental Extreme Contact DW
Goodyear Eagle F1 Asymmetric 2
Hankook Ventus V12 evo2
Vredestein Ultrac Vorti

Pirelli P Zero

☑ Recommended ● ◓ ○ ◒ ● Better ← → Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life
UHP ALL SEASON												
☑	**Michelin** Pilot Sport A/S 3	76	●	◓	●	◓	○	○	◓	◓	○	◓
☑	**Goodyear** Eagle F1 Asymmetric All Season	70	◓	◓	◓	◓	○	◓	○	◓	◓	◓
	Continental Extreme Contact DWS	66	◓	◓	●	●	●	○	◓	○	○	◒
☑	**Hankook** Ventus S1 noble 2	66	◓	◓	◓	●	○	○	◓	◓	◓	◒
	BFGoodrich g-Force Super Sport A/S	66	●	◓	●	◓	○	◒	○	○	◒	○
☑	**Pirelli** P Zero Nero All Season	64	◓	◓	◓	●	○	○	○	◓	◓	○
☑	**Cooper** Zeon RS3-A	64	◓	◓	◓	◓	○	○	◓	○	◓	○
	Uniroyal Tiger Paw GTZ	62	●	○	◓	◓	○	◓	◓	○	◓	●
	General G-Max AS-03	62	◓	○	◓	◓	○	◒	◓	◒	◓	◓
	Falken ZE950 A/S	62	●	◓	◓	◓	○	○	○	○	◒	○
	Nexen N7000	62	○	○	○	●	○	○	◓	◓	●	●
	Bridgestone Potenza RE970AS Pole Position	60	◓	◓	○	◓	◒	○	◒	○	○	○
	Sumitomo HTR A/S P01	58	◓	○	◓	◓	○	◒	◓	◓	○	○
	Kumho Ecsta 4x	58	◓	○	◓	●	◒	◒	◓	◓	○	○
	Nitto Motivo	56	◓	◒	○	◓	◓	○	○	◓	○	●
	Falken Azenis PT722 A/S	56	◓	◒	◓	◓	◓	○	○	○	◓	●
	Toyo Proxes 4 Plus	56	◓	◒	◓	◓	○	○	○	◓	○	●
	Maxxis Victra MA-Z4S	54	◓	○	◓	●	●	●	◓	○	○	○
	Yokohama Avid ENVigor	52	○	○	◓	●	●	◒	◓	○	◓	◓
	Firestone Firehawk Wide Oval AS	52	○	◒	○	●	○	○	◓	◓	◓	○

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Dry Handling	Wet Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life
UHP SUMMER													
☑	**Pirelli** P Zero	78	●	●	●	●	●	NA	NA	◓	◓	◒	◒
☑	**Michelin** Pilot Super Sport	78	●	◓	●	●	●	NA	NA	◓	◓	○	◓
☑	**Yokohama** ADVAN Sport V105	76	●	●	●	◓	●	NA	NA	○	◓	○	○
☑	**Nokian** zLine	76	●	●	●	●	●	NA	NA	◓	◓	◓	○
☑	**Continental** Extreme Contact DW	76	●	●	●	◓	●	NA	NA	◓	◓	◓	◒
☑	**Goodyear** Eagle F1 Asymmetric 2	74	●	●	◓	●	●	NA	NA	○	◓	◓	◒
☑	**Hankook** Ventus V12 evo2	72	●	◓	●	◓	●	NA	NA	○	○	◓	○
☑	**Vredestein** Ultrac Vorti	72	●	●	◓	◓	●	NA	NA	◓	◓	○	○
	Bridgestone Potenza S-04 Pole Position	70	●	●	◓	◓	●	NA	NA	◓	◒	◒	◒
	Toyo Proxes T1 Sport	68	●	◓	●	◓	●	NA	NA	◓	◓	◒	●
	Bridgestone Potenza RE-11	66	●	◓	◓	◓	●	NA	NA	◓	○	○	○
	Bridgestone Potenza RE760 Sport	66	●	◓	◓	◓	●	NA	NA	◓	●	◒	○
	BFGoodrich g-Force Sport COMP-2	66	●	◓	◓	◓	◓	NA	NA	○	●	◒	○
	GT Radial Champiro UHP1	64	●	◓	●	◓	◓	NA	NA	◒	◓	○	◒
	Falken Azenis FK-453	64	◓	◓	◓	◓	●	NA	NA	◓	◓	○	◒
	Kumho Ecsta LE Sport	62	●	◓	◓	◓	●	NA	NA	◓	◓	○	◒
	Yokohama S.Drive	62	◓	◓	◓	◓	◓	NA	NA	○	○	○	◒
	Sumitomo HTR ZIII	62	◓	◓	◓	◓	◓	NA	NA	○	○	○	◒

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TRUCK TIRES

Best for all-weather conditions and excellent tread life:
Michelin LTX M/S2
Goodyear Assurance CS TripleTred All-Season

Very good choices for most weather conditions:

Pirelli Scorpion Verde All Season Plus
Continental CrossContact LX20 EcoPlus
Cooper Discoverer SRX

ALL-TERRAIN TRUCK TIRES

Best for all-weather conditions and long tread life:

Hankook Dynapro AT-M
Goodyear Wrangler All-Terrain Adventure with Kevlar
Michelin LTX A/T2
Cooper Discoverer A/TW

Very good choices for most weather conditions:

Falken WildPeak A/T01

Guide to the Ratings

Overall score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement from 60 mph. Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For UHP tires, (dry) handling includes dry cornering grip, avoidance maneuver performance, and subjective steering feel. Where noted, wet handling includes wet cornering grip and handling on our wet circuit. Hydroplaning denotes a tire's ability to resist skimming along the surface of standing water. Snow traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride comfort and Noise are evaluated subjectively, on rough and smooth roads. Rolling resistance, as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential from our 12,000- or 16,000-mile mixed vehicle driving test.

Michelin LTX M/S2

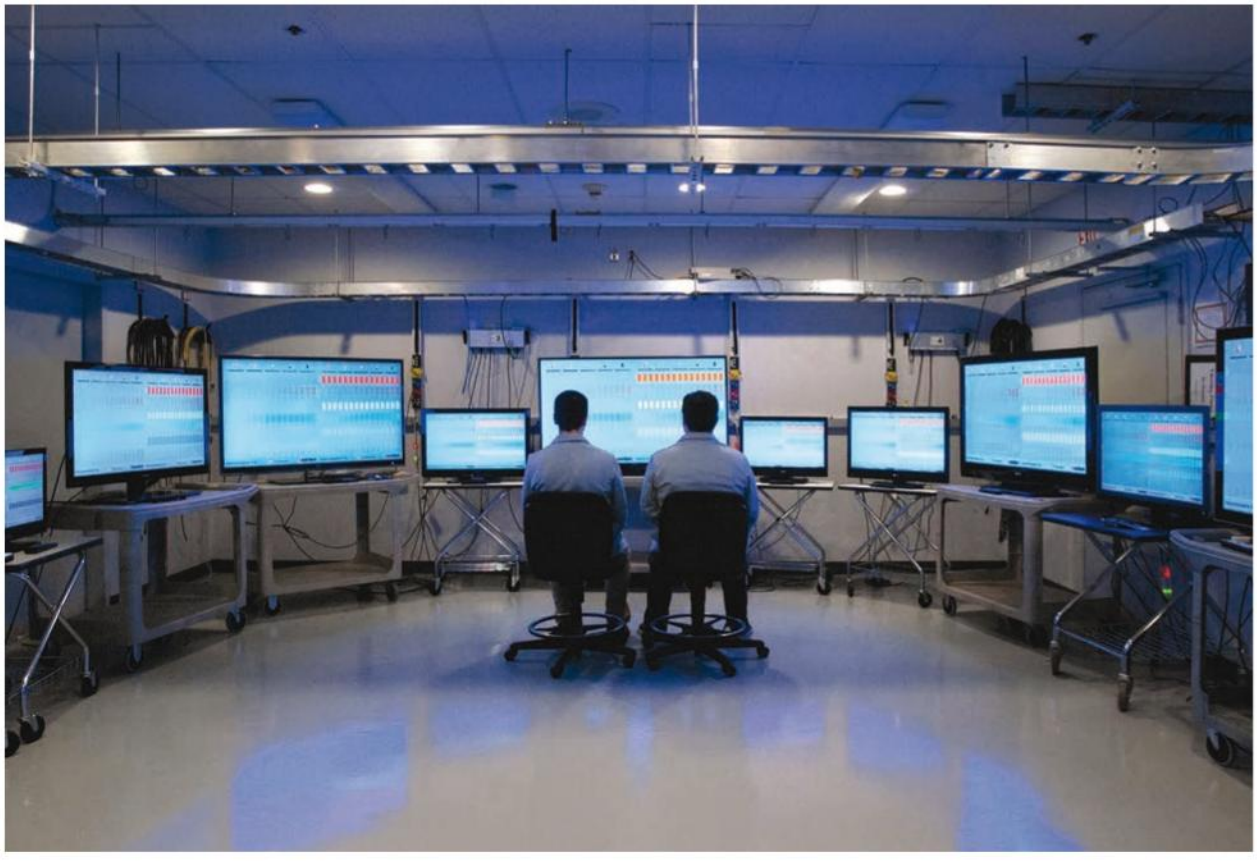
Hankook Dynapro ATM

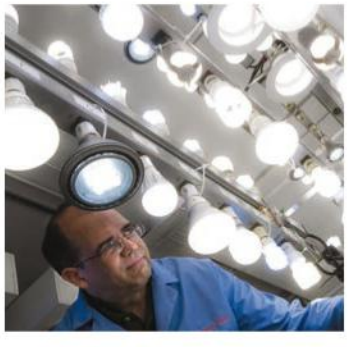
☑ Recommended ● Better ◐ ○ ◒ ● Worse

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life
ALL-SEASON TRUCK												
☑	**Michelin** LTX M/S2	74	◓	◓	◓	●	◓	○	◓	●	○	●
☑	**Goodyear** Assurance CS TripleTred All-Season	70	●	◓	○	◓	○	○	○	●	○	●
☑	**Pirelli** Scorpion Verde All Season Plus	68	●	◓	◓	●	○	○	◓	●	◓	◓
☑	**Continental** CrossContact LX20 EcoPlus	68	●	●	○	●	○	◒	◓	●	○	○
☑	**Cooper** Discoverer SRX	68	◓	◓	◓	●	◓	○	○	◓	◓	◓
	Nokian WR G3 SUV	66	◓	◓	◓	●	◓	○	○	○	○	◒
	Uniroyal Laredo Cross Country Tour	66	●	◓	◓	◓	○	○	◓	◓	◒	◓
	Firestone Destination LE2	66	●	◓	◓	●	◓	○	○	◓	○	○
	General Grabber HTS	66	●	◓	○	●	○	○	○	●	◒	○
	Falken WildPeak H/T 01	64	●	○	○	●	○	○	○	◓	◒	◓
	Hankook Dynapro HT	64	●	◓	◓	●	○	○	○	○	○	◓
	GT Radial Savero HT2	64	●	○	◓	●	○	◒	○	◓	◓	◒
	Toyo Open Country H/T	62	●	○	◓	◓	○	○	◓	◓	●	◓
	Kumho Road Venture APT KL51	62	●	○	○	●	○	○	○	◓	○	◒
	Maxxis Bravo HT-770	60	●	○	◓	●	◒	○	◓	●	○	○
	Bridgestone Dueler H/L Alenza Plus	60	◓	◓	◓	●	○	◒	○	○	○	○
	Geostar GS716	58	●	○	◓	◓	◒	◒	○	○	○	○
	Sunny SN3606	54	●	◓	○	●	●	◒	◒	◒	●	◒

Rec.	BRAND & MODEL	SCORE	THREE-SEASON DRIVING: Dry Braking	Wet Braking	Handling	Hydroplaning	WINTER DRIVING: Snow Traction	Ice Braking	COMFORT: Ride	Noise	OTHER: Rolling Resistance	Tread Life
ALL-TERRAIN TRUCK												
☑	**Hankook** Dynapro AT-M	66	●	○	○	◓	◓	○	○	○	○	●
☑	**Goodyear** Wrangler All-Terrain Adventure with Kevlar	66	●	◓	◓	◓	○	○	○	○	●	◓
☑	**Michelin** LTX A/T2	66	◓	○	○	●	◓	○	◓	○	◓	●
☑	**Cooper** Discoverer A/TW	64	◓	○	◓	●	◓	○	○	○	○	◓
☑	**Falken** WildPeak A/T01	64	●	◓	○	●	◓	◒	○	○	○	○
	Maxxis Bravo AT-771	62	●	○	○	●	○	○	○	○	◒	○
	BFGoodrich Rugged Terrain T/A	62	●	◓	◓	◓	○	○	◒	◒	◒	◓
	Cooper Discoverer A/T3	60	●	○	◓	●	○	◒	◓	○	◒	○
	Nokian Rotiiva AT	60	●	○	○	●	◓	◒	◓	○	○	○
	Nexen Rodian AT Pro	60	●	○	○	◓	◓	○	○	○	◒	○
	Kumho Road Venture AT KL78	58	◓	○	○	◓	◓	○	○	○	◒	○
	Dick Cepek Trail Country	58	●	○	○	◓	◓	○	○	○	●	○
	Yokohama Geolandar A/T-S	58	●	○	○	●	○	●	○	○	◒	◒
	Bridgestone Dueler A/T Revo 2	58	●	◓	○	●	○	○	○	○	◒	◒
	Firestone Destination A/T	56	◓	◒	○	●	○	○	○	○	◒	○

THE **CONSUMER REPORTS** DIFFERENCE





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We Test in our own independent, state-of-the-art facilities.

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